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INDUSTRIAL AREAS SURVEY

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SACRAMENTO COUNTY, CALIFORNIA

INDUSTRIAL

AREAS

SURVEY

Sacramento County, California

Prepared By:

Sacramento County Planning and Community Development Department

In Cooperation With:

Sacramento Area Commerce and Trade Organization

March 1977

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Preface

The purpose of the Industrial Areas Survey is to obtain an accurate description of the supply of industrial land in Sacramento County. The impetus for the survey came in mid-1975 with the formation of the Sacramento Area Commerce and Trade Organization (SACTO) and the appointment of its first Executive Director, Donald C. Woodside. SACTO is a nonprofit agency charged with promoting job-producing private industry in Sacramento. As a part of SACTO's promotional program, Mr. Woodside sought information on the supply of available industrial land in the County and its characteristics; however, accurate information on land use, utilities, and site characteristics was not available. SACTO then suggested a cooperative effort aimed at obtaining this data. The Planning Department was enthusiastic about the prospects of obtaining this much needed data and agreed to participate. SACTO obtained a small grant from SMUD to help defray the project costs; a research assistant was hired in November, 1975, and the project was underway.

SACTO has supported the study through the funding of a research assistant; they have also obtained some of the needed data and provided technical assistance throughout the course of the study. The Planning Department has provided considerable staff time, materials and office space, and has coordinated the data gathering and report preparation activities.

It is hoped that the data will aid SACTO in directing potential industrial users to sites which meet their needs. The data will also be invaluable in assessing applications for industrial zoning, and will be used to evaluate industrial land as a part of the major General Plan update, to begin next fiscal year. In a sense, then, the data which has been collected only serves as a starting point for further analysis. While some general conclusions can be drawn at the present time, it is intended that this report be used continuously in refining the conclusions and developing recommendations pertaining to industrial land use in Sacramento County.

Participants in the study have included Don Woodside and Alan Ewen of the Sacramento Area Commerce and Trade Organization; Stu Wilson, John Molloy, and Dave Pevny of the Sacramento County Planning and Community Development Department; and Becky Shepard, retained by both agencies as the principal researcher for the project. The information in the final chapter (Industrial Tracts) is from a draft Industrial Market Study for the Rancho Cordova Community done by Anita Kurashige, an economist with the Planning Department. Graphics were done by Ray Onga, Harry Noguchi, Lin Toyama, Bob Huffman, Brian Fujii of the Planning Department. Typing was done by Avis Skinner, Martha Moon, Dawn Inman, Diane St. Louis, and Debbie Dickinson of the Planning Department.

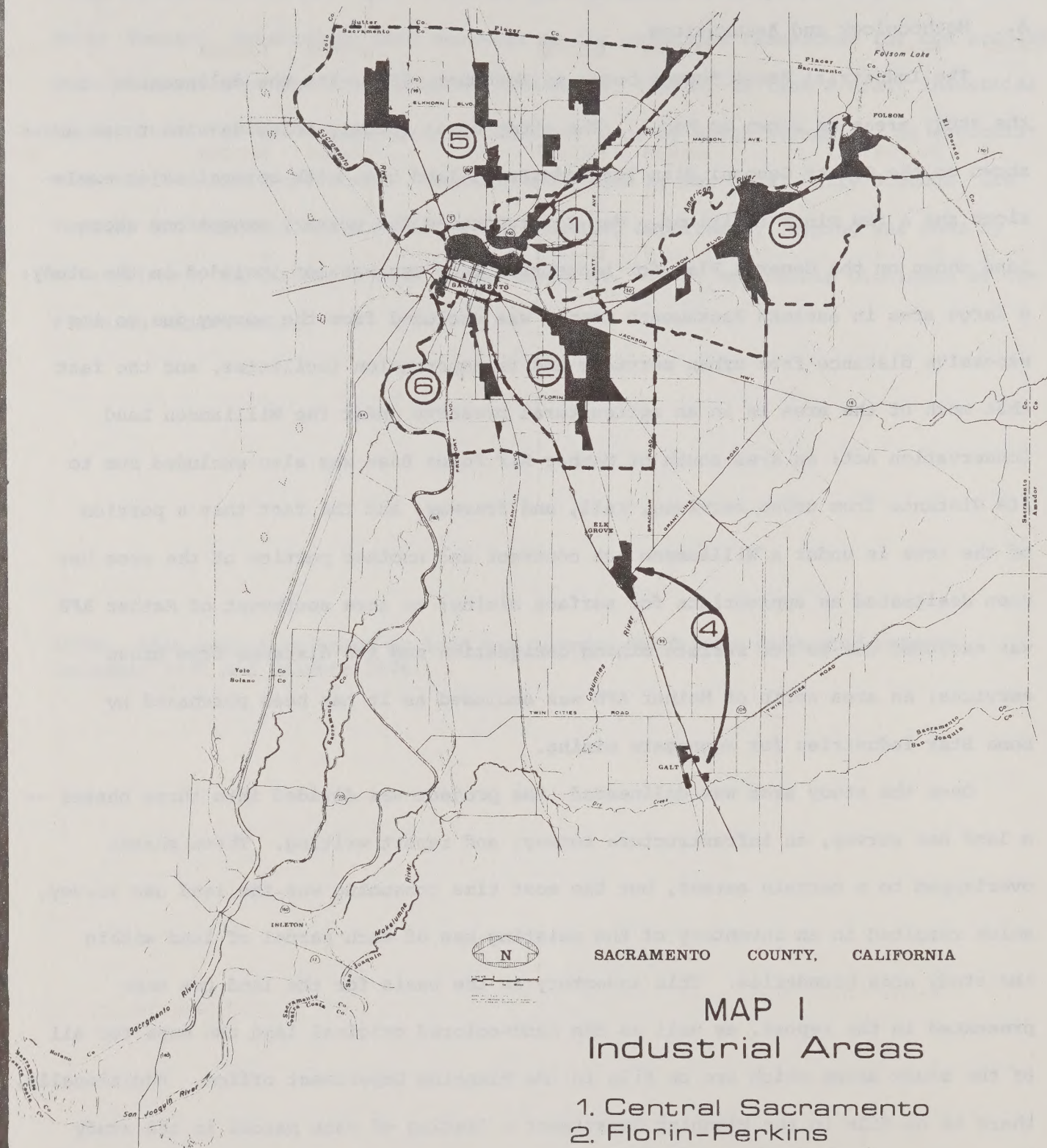
NOTE: this report is based on land use surveys which were conducted between December 1975 and October 1976.

Summary and Conclusions

A. Methodology and Assumptions

The Industrial Areas Survey began in November, 1975 with the delineation of the study areas as shown on Map 1. The study areas roughly coincide with those areas shown on the County General Plan for industrial land use, with several major exclusions and a few minor additions. Map 2 illustrates the primary exceptions where land shown on the General Plan for industrial land use was not included in the study: a large area in eastern Sacramento County was excluded from the survey due to its excessive distance from urban services and transportation facilities, and the fact that much of the area is in an agricultural preserve under the Williamson Land Conservation Act; an area south of Mather Air Force Base was also excluded due to its distance from urban services, rail, and freeway, and the fact that a portion of the area is under a Williamson Act contract and another portion of the area has been designated as appropriate for surface mining; an area southwest of Mather AFB was excluded due to its surface mining designation and its distance from urban services; an area north of Mather AFB was excluded as it has been purchased by Lone Star Industries for aggregate mining.

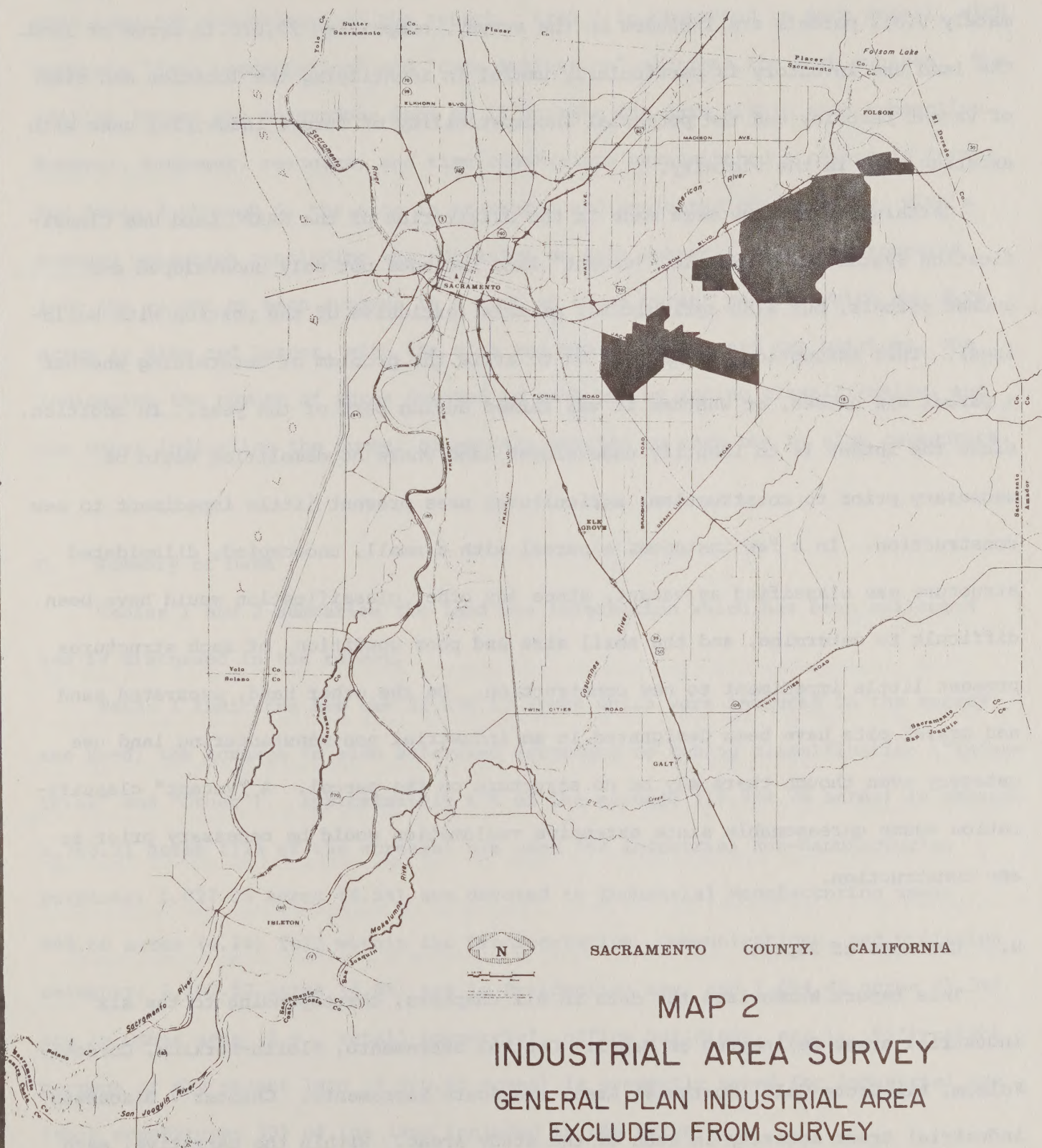
Once the study area was delineated, the project was divided into three phases -- a land use survey, an infrastructure survey, and report writing. These phases overlapped to a certain extent, but the most time consuming was the land use survey, which resulted in an inventory of the existing use of each parcel of land within the study area boundaries. This inventory is the basis for the land use maps presented in the report, as well as the hand-colored original land use maps for all of the study areas which are on file in the Planning Department office. Additionally, there is on file in the Planning Department a listing of each parcel in the study area, identified by the Assessor's Parcel Number, with an indication as to the acreage and the existing use of the parcel. A two-digit number has been assigned



SACRAMENTO COUNTY, CALIFORNIA

MAP I Industrial Areas

1. Central Sacramento
2. Florin-Perkins
3. Cordova - Folsom
4. Elk Grove - Galt
5. Northwest Area
6. South Sacramento



to each parcel, identifying the existing use in accordance with the Sacramento Regional Area Planning Commission (SRAPC) Land Use Classification System. Approximately 5,812 parcels are included in the survey, comprising 22,876.13 acres of land. The land use inventory is particularly useful in identifying the location and size of vacant parcels, and the potential incompatibility of future industrial uses with existing uses in the vicinity.

Certain assumptions were made in the utilization of the SRAPC Land Use Classification System. For example, "vacant" land includes not only undeveloped and unused parcels, but also agricultural parcels (exclusive of the portion with buildings). This assumption was made so as to avoid the problem of determining whether a parcel was unused, or whether it was farmed during part of the year. In addition, since the intent is to identify undeveloped land where no demolition would be necessary prior to construction, agricultural uses present little impediment to new construction. In a few instances, a parcel with a small, unoccupied, dilapidated structure was classified as vacant, since any other classification would have been difficult to determine, and the small size and poor condition of such structures present little impediment to new construction. On the other hand, excavated sand and gravel pits have been designated in an industrial non-manufacturing land use category even though there may be no structure on the parcel. A "vacant" classification seems unreasonable since extensive reclamation would be necessary prior to any construction.

B. Contents of Report

This report summarizes the data in six chapters, corresponding to the six industrial areas delineated on Map 1: Central Sacramento, Florin-Perkins, Cordova-Folsom, Elk Grove-Galt, Northwest Area, and South Sacramento. Chapter 7 discusses industrial tract activity in each of the study areas. Within the narrative, each area is divided into appropriate subareas, depending upon the size and configuration

of the given area. The format used for Area 1 (Central Sacramento) differs from that used for the balance of the report. Area 1 is presented in more detail, with separate "data presentation" and "data evaluation" sections for each subarea. The initial intent was to produce maps to illustrate the data within each subsection. However, manpower, resource, and time constraints necessitated a change in format. For Areas 2 through 6, the data is presented and evaluated concurrently, with a summary paragraph concluding the narrative on each subarea. Also incorporated into the report on each subarea is a list of those vacant parcels which are five acres in size and larger, with the size and zoning noted; and two matrices, one indicating the number of acres devoted to each use by zoning classification, and the other indicating the number of parcels devoted to each use by size categories.

C. Summary of Data

Tables 1 and 2 summarize the land use information which has been collected and is discussed in the report.

Table 1 indicates how the 22,876.13 acres which were included in the survey are used; the acreage is also separated according to zoning classification ("Industrial" and "Other"). Approximately 67% of the acreage (15,344.24 acres) is vacant; 2,763.21 acres (12% of the acreage) are used for Industrial Non-Manufacturing purposes; 1,027.05 acres (4.5%) are devoted to Industrial Manufacturing uses; 969.68 acres (4.2%) fall within the Transportation, Communications, and Utilities category; 1,107.52 acres (4.8%) are in Residential use; and 1,664.43 acres (7.3%) are in Other uses (i.e., retail commercial, office buildings, etc.). Fifty-eight percent of the vacant land (8,900.85 acres) is presently zoned for industrial use (this constitutes 39% of the land included in the survey).

Table 2 illustrates the number of parcels in various uses and the sizes of those

parcels. Of the 5,812 parcels included in the survey, 2,330 (40%) are vacant. Of those vacant parcels, 569 are five acres in size and larger. It is probably the land in this category that potential industrial users would be most interested in.

The presently undeveloped or vacant acreage is the most significant portion of the study area in terms of future industrial users. Map 3 indicates how many acres are vacant within each of the subareas. Once the vacant land is identified, though, it is necessary to compare it with the existing infrastructure to assess its potential value for industrial development. Map 4 indicates the proximity of the subareas to freeway and rail lines, two of the significant locational criteria unlikely to change over a long period of time. Table 3 summarizes the land characteristics for each subarea, including: distance from rail, distance from freeway access, availability of public water mains, fire protection (ISO rating), availability of public sewer lines, soil and/or drainage problems, size of vacant parcels, distance from residential uses, and presence of airport noise.

D. Conclusions

Three general conclusions which became obvious during the course of the survey, and which are relevant in terms of the marketing of land for industrial uses, are: (1) most land in the County which satisfies two primary criteria for industrial site location (nearby rail and freeway access) is already shown on the County General Plan in an Industrial land use category; (2) much of the "potential" industrial land has been inadequately protected in the past, resulting in parcelization and residential encroachment; (3) much of the vacant land which does not suffer from encroachment lacks the infrastructure needed for immediate industrial use -- rather, in most cases it would be the responsibility of a developer or potential industrial user to extend existing sewer, water, and natural gas lines to a specific parcel, and to construct any needed street improvements, at the time of development.

N
SACRAMENTO COUNTY, CALIFORNIA
MAP 3
INDUSTRIAL AREA SURVEY
VACANT ACREAGE

MAP 4
INDUSTRIAL AREA SURVEY
TRANSPORTATION NETWORK

TABLE 1
EXISTING ZONING (Ac.)

	Industrial	Other	TOTAL
Vacant	8900.85	6443.39	15344.24
Industrial Non-Mfg.	2704.04	59.17	2763.21
Industrial Manufacturing	1011.54	15.51	1027.05
Transportation Communications Utilities	939.50	30.18	969.68
Residential	318.49	789.03	1107.52
Other	1325.52	338.91	1664.43
TOTAL	15199.94	7676.19	22876.13

TABLE 2
NUMBER OF PARCELS
PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	1022	739	238	277	54	2330
Industrial Non-Mfg.	557	375	65	31	9	1037
Industrial Manufacturing	156	96	22	20	2	296
Transportation Communications Utilities	97	64	16	12	3	192
Residential	901	361	13	11	0	1286
Other	443	184	22	19	3	671
TOTAL	3176	1819	376	370	71	5812

TABLE 3
INDUSTRIAL STUDY:
LAND CHARACTERISTICS MATRIX

	RAIL			FREEWAY			WATER			FIRE			SEWER			VACANT IND.			RESID'L		
	TRACK 0-1/8 MILE			ON RAMP 0-1/2 MILE			8" + PUBLIC MAIN			ISO RATING 1-3			LINES			SOIL AND DRAINAGE			> 1 MILE AWAY		
	TRACK > 1/8 - 1/4 MILE			ON RAMP > 1/2 - 1 MILE			< 8" PUBLIC MAIN			ISO RATING 4-6			NO LINES BUT IN CITY/DIST.			50+ ACRES			> 1/2 - 1 MILE AWAY		
	TRACK > 1/4 MILE			ON RAMP > 1-3 MILES			NO PUBLIC MAIN			ISO RATING 7-9			NO LINES NOR IN CITY/DIST.			10-49 ACRES			0-1/2 MILE AWAY		
																5-9 ACRES			AIRPORT NOISE		
CENTRAL SACRAMENTO																					
RICHARDS BLVD	●			○	●		●			●			●		⊖	○	●	●	●	●	○
R ST.- BROADWAY	●			●			●			●			●		N	○	○	○	○	○	○
C ST		●				●						○	●		N	○	○	○	○	○	○
WOODLAKE - ARDEN		●		●			●			●			●		●	○	○	○	○	○	○
EL CAMINO			●		●			●		●			●		N	○	○	○	○	○	○
FLORIN - PERKINS																					
NORTH OF FLORIN			●			●	○	●		●	○		●	○	⊖	○	○	○	○	○	○
SOUTH OF FLORIN		●			●		●			●			●		●	○	○	○	○	○	○
CORDOVA - FOLSOM																					
BRADSHAW		●			●		●			●			●		⊖	○	○	○	○	○	○
SUNRISE	○ ₁		○		●	○	●			●			●	○	⊖	○	○	○	○	○	○
FOLSOM		●			●		○ ₂			●			●	○	⊖	○	○	○	○	○	○
ELK GROVE - GALT																					
ELK GROVE	●				●			●		●			●		●	○	○	○	○	○	○
GALT	●			●				●		●			●		●	○	○	○	○	○	○
NORTHWEST AREA																					
METRO AIRPORT			●			●		●		●			●		⊖	○	○	○	○	○	○
RIO LINDA	●					●		●		●			●		⊖	○	○	○	○	○	○
NORTHGATE 880	●			●			○	●		●			●	○	●	○	○	○	○	○	○
WEST OF McCLELLAN		●			●			○		●			●		⊖	○	○	○	○	○	○
NORTH OF McCLELLAN		●			●		○	●		●			●		●	○	○	○	○	○	○
ANTELOPE	●				●			●		●			●		●	○	○	○	○	○	○
ROSEVILLE ROAD	●			●			●			●			●		●	○	○	○	○	○	○
SOUTH SACRAMENTO																					
WESTERN PACIFIC	●				●			●		●			●		N	○	○	○	○	○	N
FRANKLIN BLVD			●		●			●		●			●		●	○	○	○	○	○	N
EXEC. AIRPORT	●				●			●		●			●		N	○	○	○	○	○	N
MEADOWVIEW		○				○		○		○			○		⊖	○	○	○	○	○	N

For rail,
● applies
in the
● applies
○ applies
subar

For soils,
● means
undev
⊖ means
undev

For vacant
● means
○ means

For airport
● means
undev
○ means
most

N means no

Notes
1. Sunn
clos

2. Fols
susp

Prepared by
February 1

SUMMARY LEGEND
(For Full Explanation See Text)

For rail, freeway, water, fire, sewer & residences
 ● applies to most developed and undeveloped parcels in the subarea
 ○ applies to most developed parcels in the subarea
 ○ applies to most undeveloped parcels in the subarea

For soils/drainage
 ● means no known constraints to building on most undeveloped parcels
 ⊖ means some constraints to building on most undeveloped parcels

For vacant industrial parcels of various sizes
 ● means parcels of that size exist in the subarea
 ○ means no parcels of that size exist in the subarea

For airport noise
 ● means noise of 65 L_{dn} or more exists over most undeveloped acres
 ○ means airport noise level is under 65 L_{dn} over most undeveloped acres

N means no information available

Notes

1. Sunrise rail service will cease when S.P.R.R. closes spur to Lone Star in Rancho Cordova.
2. Folsom water distribution system is being suspended (1977) under an EDA grant.

Prepared by Sacramento County Planning Department,
February 1977

With regards to the capacity for industrial development within the various subareas, we can say that the greatest industrial potential appears to be to the east and south of the City of Sacramento. While it would be difficult to extrapolate the precise acreage within a subarea which has the full complement of urban services, it is possible to rank the subareas on the basis of the general availability of services and vacant land within each subarea. The result of such a ranking is presented below, with the subareas ranked in groups according to the amount of vacant land within the subarea. For each subarea, numerical values were assigned (from 0 to 3) for each of the applicable criteria: access to rail, freeway, availability of water mains, availability of sewer lines, and compatibility of vicinity land uses. The higher the number assigned for each of the criteria, the more appropriate the subarea is for industrial use. The rankings result from summing the points assigned to a subarea for each of the criteria.

Group 1 — Over 750 acres vacant land.

- (1) Sunrise (2805 acres vacant) (12 points)
- (2) Northgate-880 (862 acres vacant) (12 points)
- (3) North of Florin (22309 acres vacant) (11 points)
- (4) Elk Grove (763 acres vacant) (10 points)
- (5) Folsom (1906 acres vacant) (9 points)
- (6) Metro Airport (2007 acres vacant) (5 points)
- (7) Rio Linda (806 acres vacant) (4 points)
- (8) North of McClellan (807 acres vacant) (2 points)

Group 2 — 300 to 550 acres vacant land:

- (1) Bradshaw (447 acres vacant) (13 points)
- (2) Galt (436 acres vacant) (10 points)
- (3) South of Florin (382 acres vacant) (9 points)
- (4) Antelope (306 acres vacant) (8 points)
- (5) West of McClellan (542 acres vacant) (4 points)

Group 3 — 100 to 250 acres vacant land:

- (1) Richards Boulevard (127 acres vacant) (15 points)
- (2) Roseville Road (189 acres vacant) (15 points)
- (3) Woodlake-Arden (233 acres vacant) (13 points)
- (4) Franklin Blvd. (114 acres vacant) (13 points)
- (5) El Camino (111 acres vacant) (13 points)
- (6) C Street (141 acres vacant) (6 points)

Group 4 — 5 to 100 acres vacant land:

- (1) R Street-Broadway (24 acres vacant) (14 points)
- (2) Executive Airport (8 acres vacant) (13 points)
- (3) Western Pacific (5 acres vacant) (13 points)
- (4) Meadowview (77 acres vacant) (6 points)

E. Further Action

This report presents a description of the supply of industrial land in Sacramento County. The Planning Department has begun developing a computer information system for the storage and retrieval of information relating to the specific parcels which were included in the Industrial Areas Survey. It is hoped that such a system will contribute to the meaningful use of the data which has been collected during the course of the survey, and will aid in keeping the information up-to-date.

To complete the picture of the industrial land market in Sacramento County, a market demand analysis is needed. Within the next few weeks, the Planning Department will attempt to publish a paper with the projected demand for light non-basic industrial (warehousing and light manufacturing) land. However, because the locational needs of basic industry vary so widely in terms of land area, water, wastewater disposal, transportation systems, etc., it would be necessary to approach the question of what industry can be attracted to Sacramento with an industry-by-industry investigation. Such investigations have been undertaken in the County's Aggregate Resources Study and the forthcoming Agricultural Industries Study. Perhaps an indication of the next specific industry study to undertake can be found through looking at the 1967 and the new 1972 Census of Manufacturers for the Sacramento SMSA. "Chemicals and allied products" ranked high in employment and the value added, and may be a candidate for a study to forecast this area's ability to accommodate firms in that industry.

The question of what can be done to attract industry to Sacramento initially centers around protecting potential industrial land from encroachment of incompatible

uses. Appropriate action may include pre-zoning land for industrial uses, thus precluding the establishment of incompatible uses, or zoning for very large lot agricultural uses as an interim holding action until market demand results in conversion to industrial zones. Once potential industrial land is protected, however, the promotion of industrial development beyond what the market would normally produce may require substantial public investment in terms of street improvements and the extension of utility lines to serve appropriate areas.

CHAPTER ONE

AREA 1: CENTRAL SACRAMENTO

Subareas:

- A. Richards Boulevard
- B. "R" Street - Broadway
- C. "C" Street
- D. Woodlake - Arden
- E. El Camino



MAP 1-1

DEL PASO ROAD

NATOMAS AIRPORT

SAN JUAN ROAD

NORTH SACRAMENTO

BRYTE

BRODERICK

WEST SACRAMENTO
CAPITOL AVE.

DISCOVERY PARK

RICHARDS BLVD

American River

CAL EXPO

ARDEN - ARCADE

ARDEN WAY

FAIR OAKS

SAC. STATE COLLEGE

COUNTY HOSPITAL

SAC. CITY COLLEGE

Central Sacramento

- A. Richards Boulevard
- B. 'R'-Street - Broadway
- C. 'C'-Street
- D. Woodlake - Arden
- E. El Camino

Area 1: Central Sacramento

Introduction

Industrial Area 1, Central Sacramento, includes those historic industrial districts in and near downtown Sacramento; it also includes a district north of the American River generally located along Freeway Routes 160 and Interstate 80, as far north as the Haggin Oaks Municipal Golf Course.

The Central Sacramento industrial area includes 2,171.59 acres, which comprises 9.5% of the land inventoried for the Industrial Areas Survey. Included in the Central Sacramento inventory are 1,797 parcels, approximately 29.6% of the parcels inventoried in the entire survey. These figures indicate that the average parcel size in the Central Sacramento area is relatively small in comparison to other areas.

For purposes of analysis, the Central Sacramento area has been divided into five subareas:

- A. Richards Boulevard, located northwest of the Old City, at the confluence of the American and Sacramento Rivers.
- B. "R" Street - Broadway, located in the southern portion of the Old City generally along the Southern Pacific RR Line.
- C. "C" Street, located south of the American River generally east of the Richards Boulevard area.
- D. Woodlake-Arden, located north of the American River generally along Highway 160 and Interstate 80 in the vicinity of Cal Expo.
- E. El Camino, located along Auburn Boulevard and the S.P. tracks north of El Camino Avenue.

The subareas will be discussed individually in terms of (a) data presentation, and (b) data evaluation. The data to be presented will include existing land use (with an emphasis on vacant land); zoning; community and specific land use plans;

transportation facilities; availability of urban services such as public sewer, public water, natural gas, and drainage systems; and any environmental constraints. The data will be evaluated in terms of constraints and/or inducements to industrial development.

A. Richards Boulevard

I. Data Presentation

A. Location: The Richards Boulevard subarea, as indicated on Map 1-1, is located in the northwest portion of the central city, at the confluence of the American and Sacramento Rivers. The area extends east to 20th Street and south to D Street.

B. Size: The Richards Boulevard inventory includes 849.53 acres, which is 39.1% of the Central Sacramento study area and 3.7% of the land inventoried in the entire survey.

C. Existing Land Use: Map 1-2 illustrates the existing land use. The area includes the Southern Pacific Railroad yards and the City water filtration plant. Predominant industrial uses in the area include food processing and warehousing. Table 1-1 shows how the 849 acres in the area are divided among the various uses. Approximately 127 acres (15% of the area) are vacant. Relatively little of the area is developed with incompatible residential uses--only 39-1/3 acres (4.6%). Most of this residential acreage (21 acres) is comprised of the public housing project located between North 12th Street and Richard Boulevard. The 127 vacant acres are made up primarily of small parcels. Table 1-2 compares the parcel sizes with existing uses. The table indicates that only 5 vacant parcels are 5 acres or larger, while 143 vacant parcels are smaller than 1 acre.

Major industrial uses in the area include: Blue Diamond Almonds, Del Monte, Sacramento Foods (Bercut Richards Packing Company), Continental Can Company, Foremost Dairies, and Crystal Creamery. Several trucking firms are located in the area, the largest being Pacific Motor Trucking Company/Southern Pacific Air Freight (approx.

15 acres), located near the western end of Richards Boulevard.

The majority of the vacant land is located in the northwest portion of the area, between Richards Boulevard and the American River, west of North 5th Street. Additional vacant land (contiguous small parcels) is located toward the west end of North B Street. There are other isolated parcels scattered throughout the area.

D. Zoning: Most of the property in the area is in an industrial zone (M-1, M-2, and M-2(PC)). One exception is the 21-acre public housing project and the adjacent 9-acre school which is in an R-3 residential zone. A few parcels at the southern periphery (along D Street) are in commercial zones (C-2 and C-4). More specifically, approximately 815 acres, or 96% of the land area is industrially zoned. As to the vacant land, 100% (127 acres) is zoned for industrial use.

E. Transportation Network: The area is reasonably well served by both rail and highway facilities.

1. Rail: The Southern Pacific Railroad yards and Amtrak terminal are located in the southwestern portion of the area, comprising 220 acres or 26% of the Richards Boulevard area. A main line runs east from the railroad yards, along the levee between A and C Streets; another main line runs north-south between 19th and 20th Streets. Several spurs serve numerous parcels throughout the area.

2. Highway Facilities: The area is served by Interstate 5 on the west, with access at the Richards Boulevard interchange. Interstate 5 provides relatively easy access to the Metropolitan Airport, approximately a 10-minute drive to the north. State Highway 160 freeway begins in the northeast portion of the area where North 16th Street crosses the American River, and connects with Interstate 80 northeast of town.

3. Local Streets: The major street serving the area is Richards Boulevard, an 80 foot right-of-way bisecting the area in an east-west direction. North 12th Street and North 16th Street are the primary north-south

arterials, connecting downtown Sacramento with Highway 160. A network of smaller streets serves most property in the area.

Changes in street circulation being proposed in the preliminary Central City Plan (subject to change) include: Changing 12th Street to two-way, opening 15th Street to accommodate "former" 12th Street traffic, constructing an Elvas-Richards connector from the east paralleling the American River and intersecting 16th Street just south of the river crossing. Current status of the Central City plan can be obtained from the Sacramento City Planning Commission.

F. Water: The area is served by public water. Eight and twelve inch mains are located on most major streets in the area.

G. Sanitary Sewer: The area is served by a public sewerage system.

H. Drainage: Drainage is provided by an underground storm sewer system throughout the area.

I. Natural Gas: PG & E provides natural gas to the area.

J. Soils: "This area consists of loose to medium-dense sand and sandy silts capable of supporting only relatively light construction without appreciable settlement. Relatively heavy construction has been accomplished in the area utilizing engineered fills composed of the on-site soils to support shallow foundations. Deep foundations such as driven piling would be required for support of extremely heavy loads. Groundwater is indicated to vary between the approximate limits of 10 and 20 feet below grade. The surface and near-surface soils are low plasticity materials which should not develop adverse swelling pressures beneath construction." (Summary of Soil Conditions, Lowry & Associates, August 1976, P. 2-3.)

K. Fire Protection: The Richards Boulevard subarea has an ISO rating of 3. It is served by the City of Sacramento Fire Department. One station is located within the area, on North C Street between North 12th Street and Ahern Street.

L. Land Use Plans: The City of Sacramento General Plan places the area in the Industrial land use category. with the exception of the riverfront, which is designated Open Space. Other more detailed plans being developed by the Sacramento City Planning Commission affecting this area include the Central City Plan and the Richards Boulevard study.

M. Environmental Constraints: Proximity to the American River Parkway results in potential conflict with adopted goals regarding the Parkway. One attempt at mitigating adverse effects of activities adjacent to the Parkway is the (PC) combining zone, which constrains developers by placing height restrictions on potential development adjacent to the Parkway, within the M-2 (PC) zone. The height restrictions are based on a formula whereby 1' of height is permitted for each 5' of setback from the parkway reference line, but not exceeding the height limit of the basic underlying zone or 75', whichever is less.

II. Data Evaluation

The purpose of this section is to note the inducements and constraints to industrial development within the study area through an evaluation of the above data.

The Richards Boulevard subarea is served by an excellent transportation network. There is relatively good rail service throughout the area, and freeway access is excellent with I-5 traversing the westerly portion of the area and Freeway 160 beginning in the easterly portion. Access to the Metropolitan Airport is relatively good via I-5.

The area is served by public sewer, public water, and natural gas; it is not anticipated that any problems would arise in serving new industry.

The fact that all vacant parcels within the area are zoned for industrial use eliminates the potential problem of rezoning hearings.

The land use data indicates that uses which are incompatible with industry are minimal. However, while the existing uses may be compatible with industry, there is relatively little vacant land available and the predominant parcel size is relatively

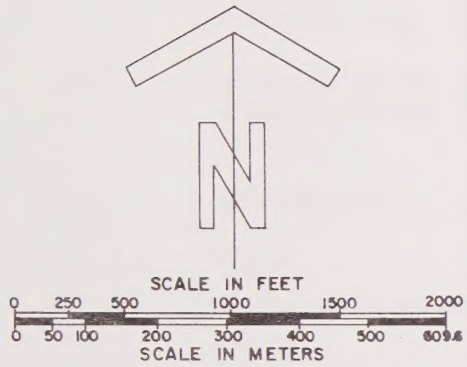
small. There are 170 vacant parcels in the area of which 143 (84%) are less than 1 acre. The largest vacant parcel is only 12.79 acres in size. Consequently, industrial users requiring large acreage would find little offered here.

During the development of parcel 1-02-08, it was discovered that the site had been used for the disposal of tomato waste. It is reasonable to assume that the disposal of tomato waste has also occurred on the adjacent vacant parcel, 1-02-09. If it is determined that such disposal has taken place, the site preparation costs could present a significant monetary constraint to industrial development.

Of the 296 acres devoted to industrial uses approximately 61% is in the non-manufacturing category; the predominant non-manufacturing use is warehousing and distribution. Warehousing and distribution are appropriate uses because of the excellent transportation network which provides for rapid movement of goods. As for future industrial development, the proximity to the Parkway may make heavy industrial uses undesirable.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
01-020-09	12.79 Ac.	M-2	
01-121-01	5.77 Ac.	M-2	
01-181-11	7.41 Ac.	M-2(PC)	
01-182-03	5.66 Ac.	M-2	
01-200-04	6.92 Ac.	M-2, M-2(PC)	



INDUSTRIAL STUDY RICHARDS BOULEVARD EXISTING LAND USE

- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MF MULTIPLE FAMILY RESIDENTIAL
- MH MOBILEHOME / TRAILER PARK
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- T TRANSPORTATION, COMMUNICATION, UTILITIES
- R RETAIL ACTIVITIES
- O OFFICE ACTIVITIES
- QP PUBLIC & QUASI PUBLIC BUILDINGS
- OS PUBLIC & QUASI PUBLIC OPEN SPACE
- VACANT
- STUDY AREA

NOTE:
ANY PARCEL /S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION OF
TWO USES.

SAMPLE

- RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.

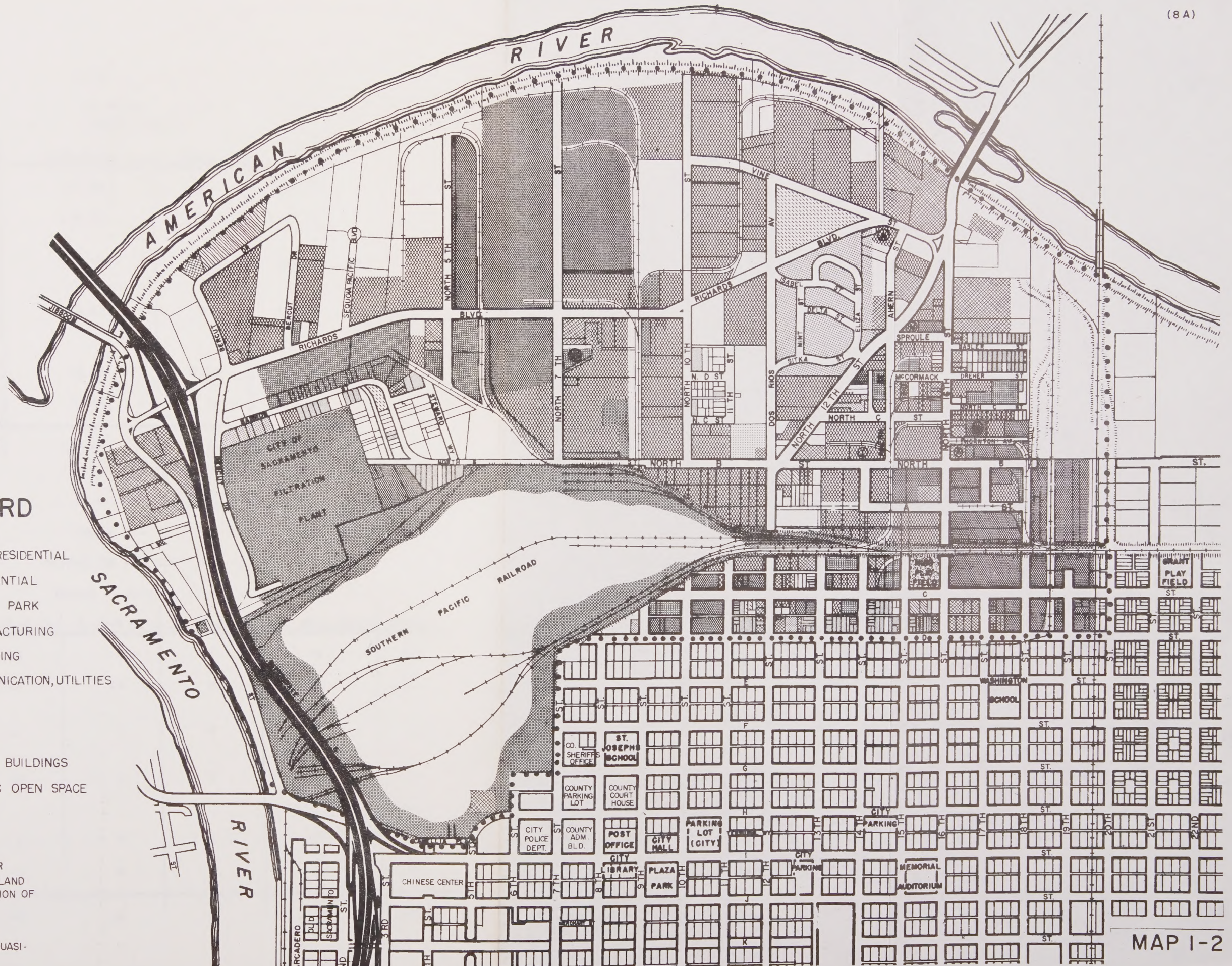


TABLE 1-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	127.28	0	127.28
Industrial Non-Mfg.	179.50	0	179.50
Industrial Manufacturing	116.57	2.60	119.17
Transportation Communications Utilities	313.52	0	313.52
Residential	18.36	21.00	39.36
Other	59.66	11.04	70.70
TOTAL	814.89	34.64	849.53

TABLE 1-2

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & over	Total
Vacant	143	22	4	1	0	170
Industrial Non-Mfg.	72	41	14	0	0	127
Industrial Manufacturing	47	10	3	4	0	64
Transportation Communications Utilities	42	10	3	1	1	57
Residential	121	1	0	1	0	123
Other	81	9	4	0	0	94
TOTAL	506	93	28	7	1	635

B. "R" Street - Broadway

I. Data Presentation

A. Location: The "R" Street-Broadway subarea, as indicated on Map 1-1, is located along "R" Street from Interstate 5 on the west to Stockton Boulevard on the east. The subarea includes the land between Front Street and the Sacramento River from "R" Street south to Miller Park, and the land south of Broadway from the river to the east side of 5th Street.

B. Size: The "R" Street-Broadway inventory includes 222.36 acres, which is 10.2% of the Central Sacramento study area and 1.0% of the land inventoried in the entire survey.

C. Existing Land Use: Map 1-3 illustrates the existing land use. The area is largely developed, with only 24.47 acres (11% of the area) of vacant land. The predominant uses in the area are "industrial non-manufacturing," comprising 83.99 acres (37% of the area); most of these facilities are warehousing and distribution firms. Very little residential development exists in the area (4.1 acres), but numerous office and commercial uses are located here. Table 1-3 shows how the 222 acres in the area are divided among the various uses, and Table 1-4 compares the parcel sizes with existing uses. Only one vacant parcel is larger than 5 acres (parcel 9-030-20 is 7.01 acres), six vacant parcels are between 1 and 5 acres in size, and 32 vacant parcels are smaller than 1 acre.

D. Zoning: Most of the property in the area is in an industrial zone (predominantly M-1 along "R" Street and M-2 west of Front Street). Only 14.68 acres are in a non-industrial zone, there being several commercially zoned parcels at the eastern end of the subarea. As to the vacant land, 100% (24 acres) is zoned for industrial use.

E. Transportation Network: The area is reasonably well served by both rail and highway facilities.

1. Rail: Southern Pacific rail lines run east-west down "R" Street

(although Southern Pacific has petitioned to abandon this spur line), and north-south between Front Street and the Sacramento River.

2. Highway Facilities: Interstate 5 is readily accessible on the west, with Highway 50/99 and Interstate 80 readily accessible to the south and east.

3. Local Streets: "R" Street is in generally poor condition, but most other streets in the area are suitably paved. Many of the lettered and numbered streets in the Old City serve only one-way traffic. Most parcels in the area are served by public streets, with many of the parcels also served by alleys.

F. Water: The area is served by public water. The mains are of various sizes.

G. Sanitary Sewer: The area is served by a public sewerage system.

H. Drainage: Drainage is provided by an underground system. In part, the system consists of separate storm sewer lines, primarily in the extreme western portion of the area. Generally in this part of the City, though, storm drainage is provided by the sanitary sewer system.

I. Natural Gas: P.G. & E. provides natural gas to the area.

J. Soils: No specific information available at this time.

K. Fire Protection: The "R" Street-Broadway subarea has an ISO rating of 3. It is served by the City of Sacramento Fire Department.

L. Land Use Plans: The City General Plan shows the area to be in an Industrial land use category. Preliminary drawings of the Central City plan (in progress) indicate that a portion of the "R" Street corridor (between 10th and 16th Streets) would be changed to a Commercial/Offices category.

M. Environmental Constraints: There are no known physical environmental constraints to development in this area.

II. Data Evaluation

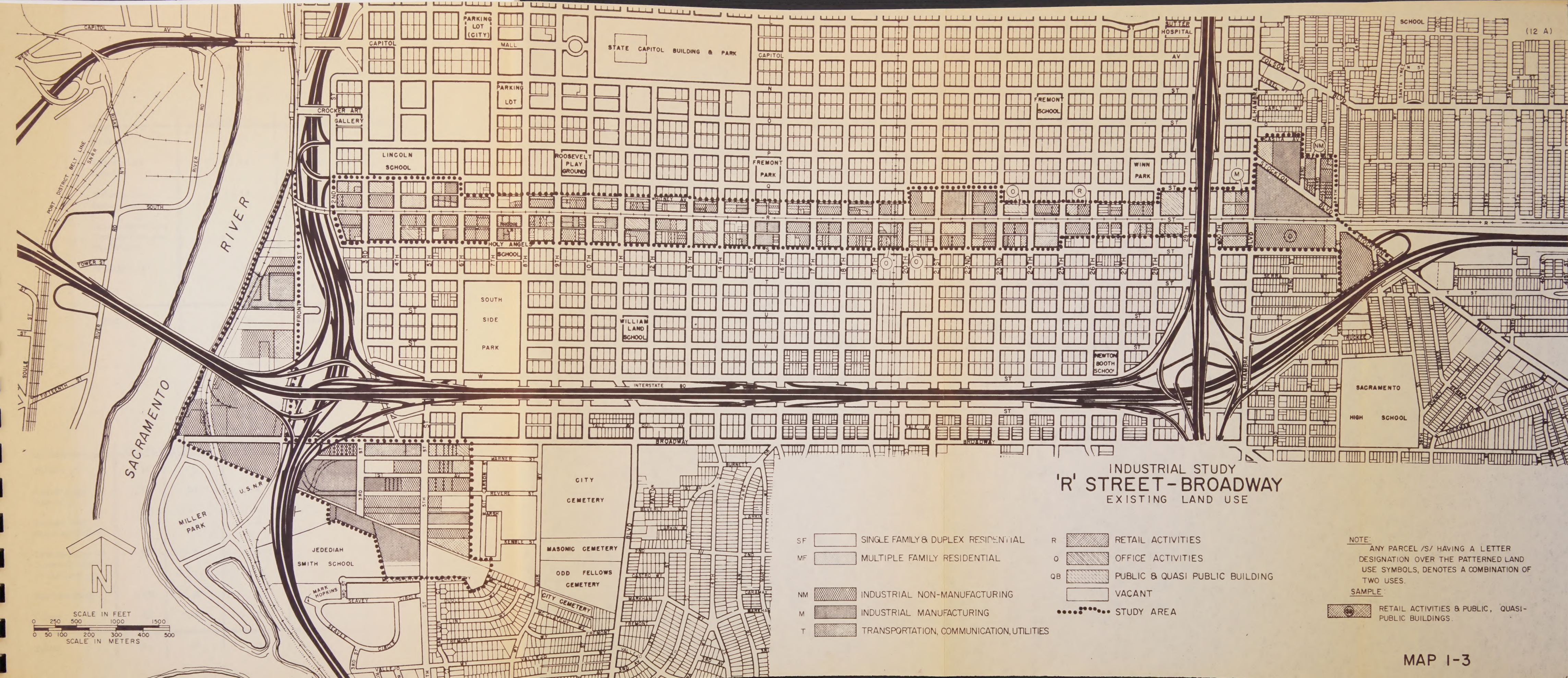
With only 24 acres of vacant land available in the "R" Street-Broadway

subarea, there is very little capacity for further industrialization. Although the area is served by utilities and transportation facilities, the relationship of "R" Street to adjacent uses could lead to significant conflicts for anything other than light industrial activities.

It is significant to note that Southern Pacific has petitioned the Public Utilities Commission for abandonment of the "R" Street spur between Front Street and 21st Street, citing general lack of use. Removal of the "R" Street line would further reduce the value of "R" Street for industrial activities.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
9-030-20	7.01 Ac	M-1	



INDUSTRIAL STUDY
'R' STREET - BROADWAY
EXISTING LAND USE

- | | | | | | |
|----|-----------|--|----|-----------|--------------------------------|
| SF | [Pattern] | SINGLE FAMILY & DUPLEX RESIDENTIAL | R | [Pattern] | RETAIL ACTIVITIES |
| MF | [Pattern] | MULTIPLE FAMILY RESIDENTIAL | O | [Pattern] | OFFICE ACTIVITIES |
| NM | [Pattern] | INDUSTRIAL NON-MANUFACTURING | QB | [Pattern] | PUBLIC & QUASI PUBLIC BUILDING |
| M | [Pattern] | INDUSTRIAL MANUFACTURING | | [Pattern] | VACANT |
| T | [Pattern] | TRANSPORTATION, COMMUNICATION, UTILITIES | | [Pattern] | STUDY AREA |

NOTE:
ANY PARCEL /S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION OF
TWO USES.

SAMPLE:
[Pattern] RETAIL ACTIVITIES & PUBLIC, QUASI-
PUBLIC BUILDINGS.

TABLE 1-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	24.47	0	24.47
Industrial Non-Mfg.	83.99	7.01	91.00
Industrial Manufacturing	37.18	4.34	41.52
Transportation Communications Utilities	18.38	0.40	18.78
Residential	4.10	0	4.10
Other	39.56	2.93	42.49
TOTAL	207.68	14.68	222.36

TABLE 1-4

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	32	6	1	0	0	39
Industrial Non-Mfg.	77	20	4	0	0	101
Industrial Manufacturing	28	6	2	0	0	36
Transportation Communications Utilities	11	7	1	0	0	19
Residential	33	0	0	0	0	33
Other	83	9	1	0	0	93
TOTAL	264	48	9	0	0	321

C. "C" Street

I. Data Presentation

A. Location: The subarea referred to as "C" Street, as indicated on Map 1-1, is located along the south side of the American River, extending from 20th Street on the west to Elvas Avenue on the east, and bisected by the Interstate 80 freeway.

B. Size: The "C" Street inventory includes 284,67 acres, which is 13.1% of the Central Sacramento study area and 1.2% of the land inventoried in the entire survey.

C. Existing Land Use: Map 1-4 illustrates the existing land use. The portion of the area which is west of Interstate 80 is vacant except for the city dump. The parcel adjacent to the dump on the east is also city-owned and has been classified similarly. These two city-owned parcels total 110.28 acres (44.5% of the "C" Street subarea). Other than one large vacant parcel (41.37 acres) adjacent to the easterly side of Interstate 80, the major use east of the freeway is the State Department of Justice offices and former warehousing activities, located on a 26 acre parcel along "C" Street. Table 1-5 shows how the 284 acres in the area are divided among the various uses, and Table 1-6 compares the parcel sizes with existing uses. This area includes only 24 parcels, of which 15 are vacant. Six of the vacant parcels are between 10 and 50 acres in size, 2 are between 5 and 10 acres in size, and 7 are between 1 and 5 acres in size.

D. Zoning: All of the property in the area is in an industrial zone. That portion of the area north and west of Interstate 80 is zoned M-2 (PC) and M-2, and that portion south and east of Interstate 80 is zoned M-2 and M-1. As to the vacant land, 100% (141 acres) is zoned for industrial use.

E. Transportation Network: The unimproved portion of the area is hampered by lack of public street access. Most of the vacant land is located between two levees, the northern one along the American River and the southern one at "B" Street. Southern Pacific Railroad tracks are elevated atop the southern levee, which is the southern boundary of the study area. The only road into the area is 28th Street,

which crosses the levee at the entrance to the city dump.

Changes in street circulation being proposed in the preliminary Central City Plan (subject to change) include the construction of an Elvas-Richards connector, from Elvas Boulevard and Lanatt Street on the east, paralleling the American River and intersecting 16th Street just south of the river crossing. The ultimate construction of such a road would provide the needed access for any development of the area between the two levees.

F. Water: Public water mains are located along the streets on the southern periphery of the area. The only main entering the undeveloped area between the two levees is a 6-inch main serving the city dump.

G. Sanitary Sewer: Sanitary sewers are located in the streets on the southern periphery of the area. As with water lines, the only sewer line entering the undeveloped area between the two levees is a 6-inch line serving the city-owned property.

H. Drainage: For the most part, storm and sanitary sewers are combined in the Central City area. The only storm drainage line in the undeveloped area between the two levees is a short 8-inch line from the city-owned property to the American River.

I. Natural Gas: P.G. & E. maps indicate that natural gas lines are located on many streets in the vicinity of this subarea. A 4-inch line enters the undeveloped area in the vicinity of the city dump.

J. Soils: No specific information available at this time.

K. Fire Protection: That portion of the area lacking access (between the two levees) has an ISO rating of 9. The balance of the area has an ISO rating of 3. The area is served by the City of Sacramento Fire Department.

L. Land Use Plans: The City General Plan shows that portion of the area generally west of the city dump and east of Interstate 80 to be in an Industrial land use category. That portion of the area under City ownership (the city dump and adjacent parcel) is shown in the Major Recreation or Open Space land use category.

The City Planning Department is currently preparing a Central City Plan. As previously mentioned, it is anticipated that the Central City Plan will propose changes in the street circulation system which could enhance the development potential of the area west of the city dump. The City is also about to begin a revision of the Richards Boulevard industrial area plan; it is believed that the plan will include all that land along the south side of the American River which is industrially zoned, as far east as Interstate 80.

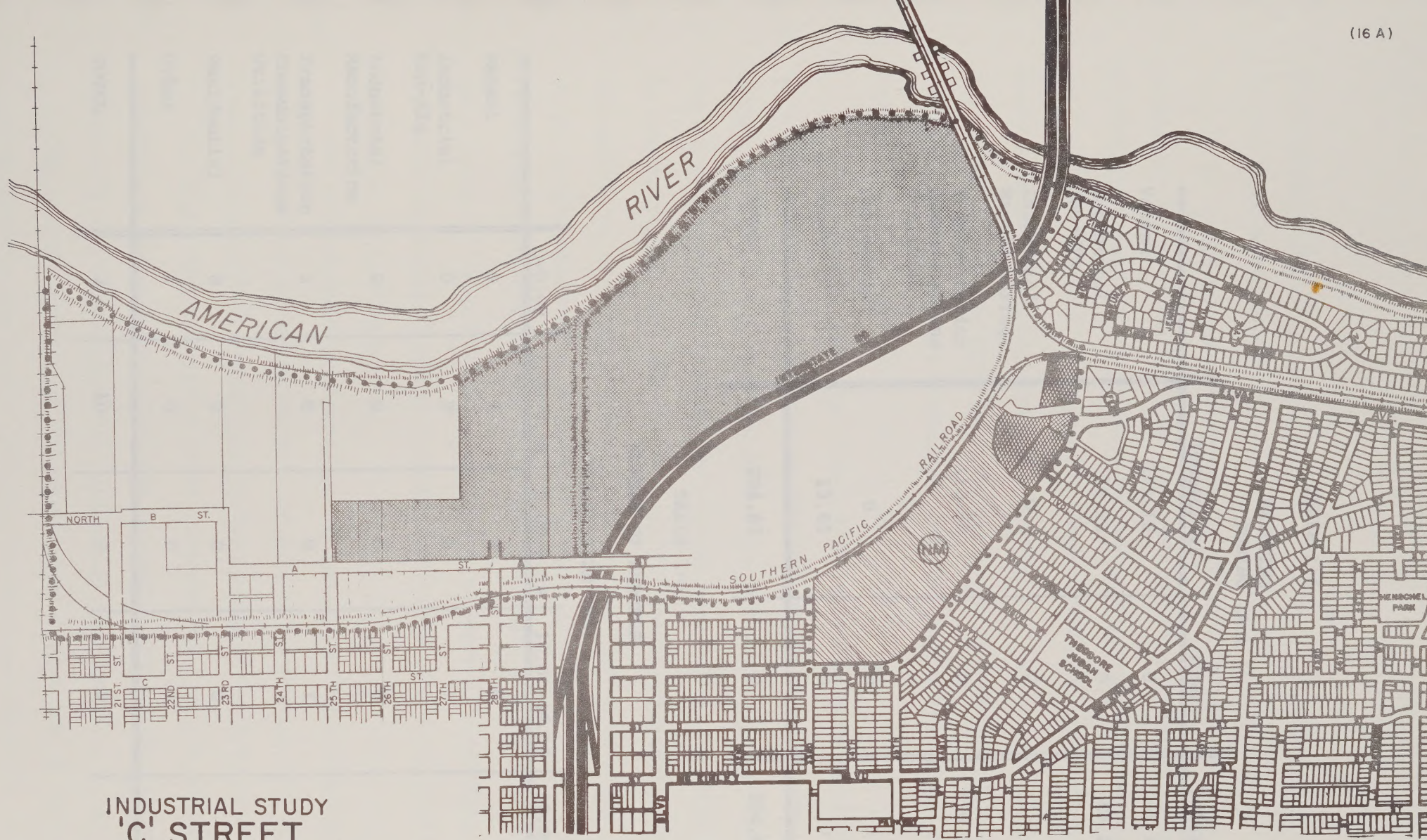
M. Environmental Constraints: The principal environmental constraint to industrial development is the proximity of the undeveloped portion of the area to the American River Parkway. The property within the M-2(PC) zone constrains developers by placing height restrictions on potential development adjacent to the Parkway. The height restrictions are based on a formula whereby 1 foot of height is permitted for each 5 feet of setback from the Parkway reference line, but not exceeding the height limit of the basic underlying zone, or 75 feet, whichever is less.

II. Data Evaluation

This subarea has no immediate potential for industrial development. The bulk of the vacant land, located between the two levees, has no immediate access, and utility lines are not constructed through the area. The construction of a road through the unimproved area, and the adoption of subsequent policies by the City encouraging industrial uses that are not incompatible with the adjacent Parkway, would open over 100 acres of land to any prospective industrial users desirous of a central location.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
1-16-11	15.55 Ac	M-2(PC)	
1-16-13	12.48 Ac	M-2(PC)	
1-16-39	12.26 Ac	M-2(PC)	
1-16-43	21.12 Ac	M-2(PC)	
1-17-22	41.38 Ac	M-2	
3-032-18	10.25 Ac	M-2	
3-042-01	7.19 Ac	M-2	
3-050-11	7.14 Ac	M-2	



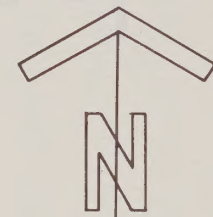
- | | | | | | |
|---|--|-------------------|----|--|--|
| R | | RETAIL ACTIVITIES | NM | | INDUSTRIAL NON-MANUFACTURING |
| O | | OFFICE ACTIVITIES | T | | TRANSPORTATION, COMMUNICATION, UTILITIES |
| | | VACANT | | | |

NOTE:

ANY PARCEL /S/ HAVING A LETTER DESIGNATION O/ER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES,

SAMPLE

RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.



SCALE IN FEET
0 250 500 1000 1500 2000
SCALE IN METERS
0 50 100 200 300 400 500 600 800 1000

TABLE 1-5

EXISTING
ZONING (Ac)

	Industrial	Other	Total
Vacant	141.15	0	141.15
Industrial Non-Mfg.	19.23	0	19.23
Industrial Manufacturing	0	0	0
Transportation Communications Utilities	110.68	0	110.68
Residential	0	0	0
Other	13.61	0	0
TOTAL	284.67	0	284.67

TABLE 1-6

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	0	7	2	6	0	15
Industrial Non-Mfg.	0	3	0	1	0	4
Industrial Manufacturing	0	0	0	0	0	0
Transportation Communications Utilities	1	0	0	1	1	3
Residential	0	0	0	0	0	0
Other	1	0	0	1	0	2
TOTAL	2	10	2	9	1	24

D. Woodlake-Arden

I. Data Presentation

A. Location: The Woodlake-Arden subarea, as indicated on Map 1-1, is located in the northeastern portion of the Central Sacramento study area. It is an irregularly-shaped area bounded by the American River on the south, El Camino Avenue on the north, Railroad Drive and the levee on the west, and Albatross Way on the east, generally along Highways 160 and I-80.

B. Size: The Woodlake-Arden inventory includes 636.02 acres, which is 29.3% of the Central Sacramento study area, and 2.8% of the land inventoried in the entire survey.

C. Existing Land Use: Map 1-5 illustrates the existing land use. This area is a "hodge-podge" of industrial, commercial and residential uses. Predominant industrial uses in the area are warehousing and distribution. Table 1-7 shows how the 636 acres are divided among the various uses. The area has 46.41 acres (7.3%) in the residential uses and 140.64 acres (22.1%) in commercial, office, and other non-industrial uses. Approximately 233 acres (27.4% of the area) are vacant; however, it should be noted that a substantial portion of the vacant land is State-owned right-of-way for a future freeway. The 233 vacant acres are made up primarily of small parcels. Table 1-8 compares the parcel sizes with existing uses. The table indicates that only 13 vacant parcels are 5 acres or larger, while 103 vacant parcels are smaller than one acre.

The northwestern portion of the subarea along the Western Pacific Railroad is mainly comprised of industrial uses, with some residential uses interspersed. A substantial amount of vacant land is found along the western side of Railroad Drive, and one large vacant parcel is located between the junction of the Western Pacific Railroad and the Sacramento Northern Railroad. The latter's concrete landfill could be a constraining factor to industrial development.

The southern portion of the area, between Highway 160 on the north and the American River on the south, includes the Johnston Industrial Park, Woodlake Inn

and a large office complex. The Johnston Industrial Park consists mainly of warehousing type activities and has a few vacant parcels ready for development. The Woodlake Inn is bounded on the south by a substantial amount of vacant land.

The portion of the area which falls along the Southern Pacific tracks and is between ArdenWay on the north and Highway 160 on the south is made up primarily of industrial uses, with some commercial uses and the Main Post Office. Most of the industry is located on the southeastern side of the railroad tracks along the industrial streets of Joellis Way, Blumenfeld Drive and Fee Drive.

In the northeastern portion of the area north of Arden Way, the uses are diversified, but residential and commercial uses predominate. Some industrial uses are scattered through this portion of the area.

Major industrial uses in the Woodlake-Arden subarea include: Continental Baking Company, Nabisco Inc., Knudsen Dairy Product, General Electric Supply Company, Sears Distribution Center and the Continental Chemical Company. Several moving and storage companies are located throughout the area, and there are a number of lumber and construction companies as well.

The majority of vacant land is located in the western and southern portions of the subarea, in the vicinity of Railroad Drive and the Johnston Industrial Park respectively. Additional vacant land (contiguous small parcels) is located parallel to the Southern Pacific mainline, and is the right-of-way for a future State freeway. There are other isolated vacant parcels scattered throughout the area.

D. Zoning: Most of the property in the area is in an industrial zone (M-1, M-1(PC), M-2, M-1-S-R and M-1-S-R(PC)). Some notable exceptions include the Woodlake Inn and Starlite Drive-In Theater, which are in commercial zones (C-2). Some residential zones (R-1, R-3) are scattered throughout the northeastern portion of the area. More specifically, approximately 525 acres (82% of the land area) is industrially zoned. As to the vacant land, 84% (195 acres) is zoned for industrial use.

E. Transportation Network: The area is reasonably well served by both rail and highway facilities.

1. Rail: The area is adequately served by rail. Western Pacific Railroad has a mainline running in a north-south direction in the western portion of the study area. Sacramento Northern Railroad has a rail line which runs in a northeast-southwest direction and joins the Western Pacific mainline in the northwest portion of the study area. The area is also served by a Southern Pacific Railroad mainline which runs in a northeast-southwest direction through the eastern portion of the study area. Several spurs serve numerous parcels throughout the area. One notably long spur runs in an east-west direction along Arden Way connecting the Western Pacific and Southern Pacific mainlines.

2. Highway Facilities: The area is served by Highway 160 which crosses the study area in an east-west direction and connects with Interstate 80 which runs in a northeast-southwest direction and serves the eastern portion of the area. It should be noted that there are plans for a future State freeway through the area west of the existing I-80, which would parallel the Southern Pacific Railroad mainline.

3. Local Streets: The two major arterials serving the area are Arden Way and El Camino Avenue, both of which run in an east-west direction. Arden Way, which traverses both the northeastern and northwestern portions of the area, varies from two to four lanes and crosses the Southern Pacific Railroad mainline. El Camino Avenue, the northeastern boundary of the area, is only two lanes. A network of smaller streets serves most property in the area.

F. Water: The area is generally served by public water. There are mains of various sizes, ranging from 8 to 12 inches in industrial areas. There are several wells (6) scattered throughout the area. The water mains constitute a continuous system.

G. Sanitary Service: The area is generally served by a public sewerage system.

H. Drainage: The area is generally served by an underground drainage system.

I. Natural Gas: P.G. & E. provides natural gas to the area.

J. Soils: In the Johnston Industrial Tract (State Route 160 Freeway, west of Canterbury Road), "Soils are interbedded loose to medium-dense sandy silts and silty sands overlying dense to cemented 'hardpan' silts at depths of approximately 10 to 15 feet below grade. The upper soils are moderately compressible and can safely sustain relatively light commercial construction without significant settlement problems. Heavier construction would require site preparation such as recompaction or the use of deeper foundations extending to the cemented soils. The surface soils are non-expansive materials which should not develop detrimental swelling pressures with moisture variations. Groundwater is generally not present within 20 feet of grade and should not be a factor in site development. On-site soils are suitable fill materials."

"Interstate 80 between Arden Way and El Camino Avenue, extremely high strength cemented 'hardpan' silts are generally present within this area at depths of less than five feet below grade, generally being overlain by silty sands and sandy silts of low to moderate potential bearing capacity. The cemented materials are capable of supporting high allowable bearing pressures without significant resulting settlement. The groundwater table is generally deeper than 30 feet below grade and should not be a factor in site development. The on-site surface soils are predominately low plasticity materials. Occasional zones of potentially expansive clay exist immediately above the 'hardpan' soils and could cause problems if exposed by excavation." (Lowry and Associates, "Summary of Soil Conditions", 1976)

K. Fire Protection: Most of the Woodlake-Arden area has an ISO rating of 3. Those parcels which are vacant and undeveloped along the western and southern ends of the area have an ISO rating of 9. It is served by the City of Sacramento Fire Department.

L. Land Use Plans: The City of Sacramento General Plan places most of the area in the Industrial land use category. Exceptions include the riverfront, (which is designated Open Space), and some small areas of Commercial and Offices, major Public/Quasi-Public (Main Post Office) and some scattered Residential.

M. Environmental Constraints: There are environmental constraints to any westerly expansion of the Johnston Industrial Park. Past attempts at such an expansion resulted at a finding by the City Planning Commission of "significant adverse effects" due to the existing of an oak grove which is the habitat for two insects which are candidates for the "rare and endangered species" list (see an Environmental Impact Report prepared by the Spink Corporation).

Immediately north of Highway 160, in the general vicinity of the Main Post Office, is an open drainage channel which may be a constraint to development of vacant parcels in the vicinity.

In the northeastern portion of the area where the Western Pacific Railroad and the Sacramento Northern Railroad meet is a vacant parcel (275-060-01) of 9.58 acres which is being filled or used for the disposal of large chunks of concrete that may represent a constraint to future development.

Proximity of the western and southern portions of the area to the American River Parkway results in potential conflict with adopted goals regarding the Parkway. One attempt at mitigating adverse effects of activities adjacent to the Parkway in the (PC) combining zone, which constrains developers by placing height restrictions on potential development adjacent to the Parkway. The height restrictions are based on a formula whereby 1 foot of height is permitted for each 5 feet of setback from the Parkway reference line, but not exceeding the height limit of the basic underlying zone, or 75 feet, whichever is less.

II. Data Evaluation

The purpose of this section is to note the inducements and constraints to

industrial development within the study area through an evaluation of the above data.

The Woodlake-Arden area is served by an excellent transportation network. There is relatively good rail service throughout the area and freeway access is excellent. The area is served by public sewer, public water, and natural gas; it is not anticipated that any problems would arise in serving new industry. The fact that the majority of all vacant parcels within the area are zoned for industrial use eliminates the potential problem of rezoning hearings.

The land use data indicates that the area is a "hodge-podge" where no single use predominates. Most residential uses are concentrated in the northwestern and northeastern (north of Arden Way) portions of the area, so the incompatibility with industry is reduced. The existing uses in the vicinity of the vacant land located in the western portion of the area are generally compatible. The uses in the vicinity of the vacant land around Johnston Industrial Park in the southern portion of the area are generally compatible with industrial uses with the exception of the Woodlake Inn to the east and the oak grove to the west.

In general, though, there is relatively little vacant land available, and the predominant parcel size is relatively small. Consequently, potential industrial users requiring large acreages would find little offered here.

Warehousing and distribution are appropriate uses because of the excellent transportation network which provides for the rapid movement of goods. The diversification of existing uses, the small parcel size, and the potential conflict with the Parkway make the area generally unfeasible for attracting new heavy industrial users.



INDUSTRIAL STUDY
WOODLAKE-AR DEN
EXISTING LAND USE

- | | | | | | |
|----|-----------|--|-------|-----------|----------------------------------|
| SF | [Pattern] | SINGLE FAMILY & DUPLEX RESIDENTIAL | R | [Pattern] | RETAIL ACTIVITIES |
| MF | [Pattern] | MULTIPLE FAMILY RESIDENTIAL | O | [Pattern] | OFFICE ACTIVITIES |
| MH | [Pattern] | MOBILEHOME / TRAILER PARK | QP | [Pattern] | PUBLIC & QUASI-PUBLIC BUILDINGS |
| NM | [Pattern] | INDUSTRIAL NON-MANUFACTURING | OS | [Pattern] | PUBLIC & QUASI-PUBLIC OPEN SPACE |
| M | [Pattern] | INDUSTRIAL MANUFACTURING | | [Pattern] | VACANT |
| T | [Pattern] | TRANSPORTATION, COMMUNICATION, UTILITIES | | | STUDY AREA |

NOTE
ANY PARCEL /S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION OF
TWO USES

SAMPLE
[Pattern] RETAIL ACTIVITIES & PUBLIC, QUASI-
PUBLIC BUILDINGS

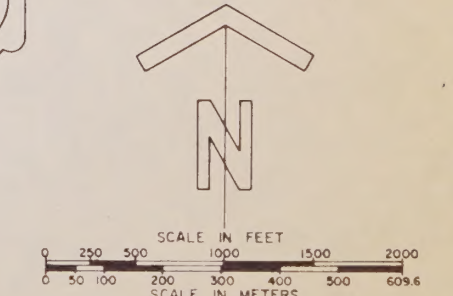


TABLE 1-7

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	195.93	37.26	233.19
Industrial Non-Mfg.	163.58	2.04	165.62
Industrial Manufacturing	24.52	.15	24.67
Transportation Communications Utilities	21.76	3.73	25.49
Residential	27.26	19.15	46.41
Other	92.03	48.61	140.64
TOTAL	525.08	110.94	636.02

TABLE 1-8

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	103	23	8	5	0	139
Industrial Non-Mfg.	116	44	5	1	0	166
Industrial Manufacturing	22	9	0	0	0	31
Transportation Communications Utilities	11	6	1	0	0	18
Residential	105	13	0	0	0	118
Other	57	28	4	2	0	91
TOTAL	414	123	18	8	0	563

E. El Camino

I. Data Presentation

A. Location: The El Camino subarea, as indicated on Map 1-1, is located in the extreme northeastern portion of the Central Sacramento Study area, and is bounded by El Camino Avenue on the south, Haggin Oaks Municipal Golf Course on the north, Taft Street on the west, and Connie Drive on the east.

B. Size: The El Camino inventory includes 215.67 acres, which is 9.9% of the Central Sacramento Study area and 0.9% of the land inventoried in the entire survey.

C. Existing Land Use: Map 1-6 illustrates the existing land use. This area is a mixture of industrial, commercial, and residential uses. Predominant industrial uses in the area are warehousing and distribution. Table 1-9 shows how the 215 acres in the area are divided among the various uses. The area has 41.85 acres (19.4%) in industrial uses, 14 acres (6.5%) in residential uses and 29.42 acres (13.6%) in commercial, office and other non-industrial uses. Approximately 111 acres (51.6% of the area) are vacant. These 111 acres are made up primarily of small parcels. Table 1-10 compares the parcel sizes with existing uses. The table indicates that only 5 vacant parcels are 5 acres or larger, while 46 vacant parcels are smaller than one acre, and the remaining 30 parcels are between 1 and 5 acres.

Major industrial uses in the area include: Seven-Up Bottling Company, Carnation Company, Sacramento Beverages, Surplus Steel and Pipe Company, and Kalman Steel. There is one major trucking firm in the area, Union Transportation Company, which is located at the northern end of the Study area.

The majority of vacant land is located in the western portion of the area, west of the Southern Pacific tracks and south of Juliesse Avenue. There are other vacant parcels scattered throughout the area.

D. Zoning: Most of the property in the area is in an Industrial zone (M-1 and M-2). A few parcels along the periphery are in Commercial (C-2) and Residential (R-2A) zones. More specifically, approximately 200 acres (92.6% of the land area)

are industrially zoned. As for the vacant land, 53.6% (107 acres) is zoned for industrial use.

E. Transportation Network: The area is reasonably well served by rail facilities; however, highway facilities are somewhat lacking within the immediate area.

1. Rail: The Southern Pacific Railroad mainline traverses the area in a northeast-southwest direction, parallel to Auburn Boulevard.

2. Highway Facilities: The area is served by I-80 along its eastern periphery, with access at the Marconi and El Camino Avenue interchanges. It should be noted that there are future plans for a State freeway right-of-way through the area which would parallel the Southern Pacific tracks.

3. Local Streets: The major street serving the area is Auburn Boulevard, a 75 foot right-of-way traversing the area in a northeast-southwest direction, parallel to the Southern Pacific tracks. Marconi and El Camino Avenues are the primary east-west arterials, connecting the area with I-80. A network of smaller streets serves most of the property, with the exception of a goodly portion of vacant land in the southwestern portion of the area, which is unserved.

F. Water: Most of the area is served by public water. Four, six, and eight inch mains are located on most of the major streets in the area.

G. Sanitary Sewer: The area is served by a public sewerage system.

H. Drainage: Generally, drainage in the area is provided by an underground storm sewer system.

I. Natural Gas: P.G. & E. provides natural gas to the area.

J. Soils: No specific information available at this time.

K. Fire Protection: The El Camino area has an ISO rating of 3. It is served by the City of Sacramento Fire Department.

L. Land Use Plans: The City of Sacramento General Plan places most of the area in the Industrial land use category, with the exception of some scattered portions in Commercial and Offices, and Residential land use categories.

M. Environmental Constraints: There are no notable environmental constraints to industrial development in this study area.

II. Data Evaluation

The purpose of this section is to note the inducements and constraints to industrial development within the study area through an evaluation of the above data.

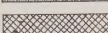
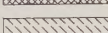
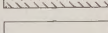
The El Camino area has adequate rail service; however, highway facilities are somewhat lacking. Freeway access to most of the area can only be obtained by the use of Marconi or El Camino Avenues.

The area is served by public sewer, public water, and natural gas; it is not anticipated that any problems would arise in serving new industry.

The fact that the majority of vacant parcels within the area are zoned for industrial use eliminates the potential problem of rezoning hearings. The land use data indicates that the area is a "hodge-podge," where no single use predominates. Vacant land is primarily found in the western portion of the area; the existing uses in the vicinity of this vacant land are generally compatible.

While the existing uses may be compatible with industry, the majority of vacant land available in this area is comprised of contiguous smaller parcels, thus creating the problem of several different owners. The largest vacant parcel is only 10.26 acres in size. Consequently, industrial users requiring large amounts of vacant land would find little offered here. Of the 42 acres devoted to industrial uses, approximately 61% is in the non-manufacturing category; the predominant non-manufacturing use is warehousing and distribution. Warehousing and distribution are appropriate uses because of the close proximity to the railroad and fairly close proximity to the freeway, which provides for rapid movement of goods.

INDUSTRIAL STUDY EL CAMINO EXISTING LAND USE

-  SINGLE FAMILY & DUPLEX RESIDENTIAL
-  INDUSTRIAL NON-MANUFACTURING
-  INDUSTRIAL MANUFACTURING
-  TRANSPORTATION, COMMUNICATION, UTILITIES
-  RETAIL ACTIVITIES
-  PUBLIC & QUASI-PUBLIC BUILDINGS
-  VACANT
- STUDY AREA

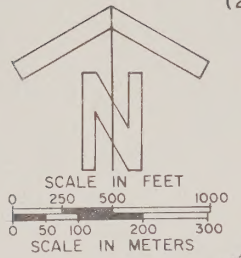
NOTE:

ANY PARCEL /S/ HAVING A LETTER DESIGNATION OVER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES.

SAMPLE:



RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.



MAP 1-6

VACANT PARCELS 5 ACRES AND GREATER

<u>Assessor's</u>			
<u>Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
265-28-32	6.09	M-2	
265-311-9	10.26	M-2	
265-311-14	6.50	M-2	
265-39-B	5.26	M-1	Has no parcel number, possibly due to future State freeway right-of-way.
265-412-4	5.96	M-1/2	

TABLE 1-9

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	107.40	4.00	111.40
Industrial Non-Mfg.	25.56	0	25.56
Industrial Manufacturing	16.29	0	16.29
Transportation Communications Utilities	18.98	0	18.98
Residential	5.21	8.81	14.02
Other	26.28	3.14	29.42
TOTAL	199.72	15.95	215.67

TABLE 1-10

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	46	30	4	1	0	81
Industrial Non-Mfg.	31	8	0	0	0	39
Industrial Manufacturing	9	6	1	0	0	16
Transportation Communications Utilities	10	5	1	0	0	16
Residential	55	2	0	0	0	57
Other	46	8	0	0	0	54
TOTAL	197	59	6	1	0	263

CHAPTER TWO

AREA 2: FLORIN - PERKINS

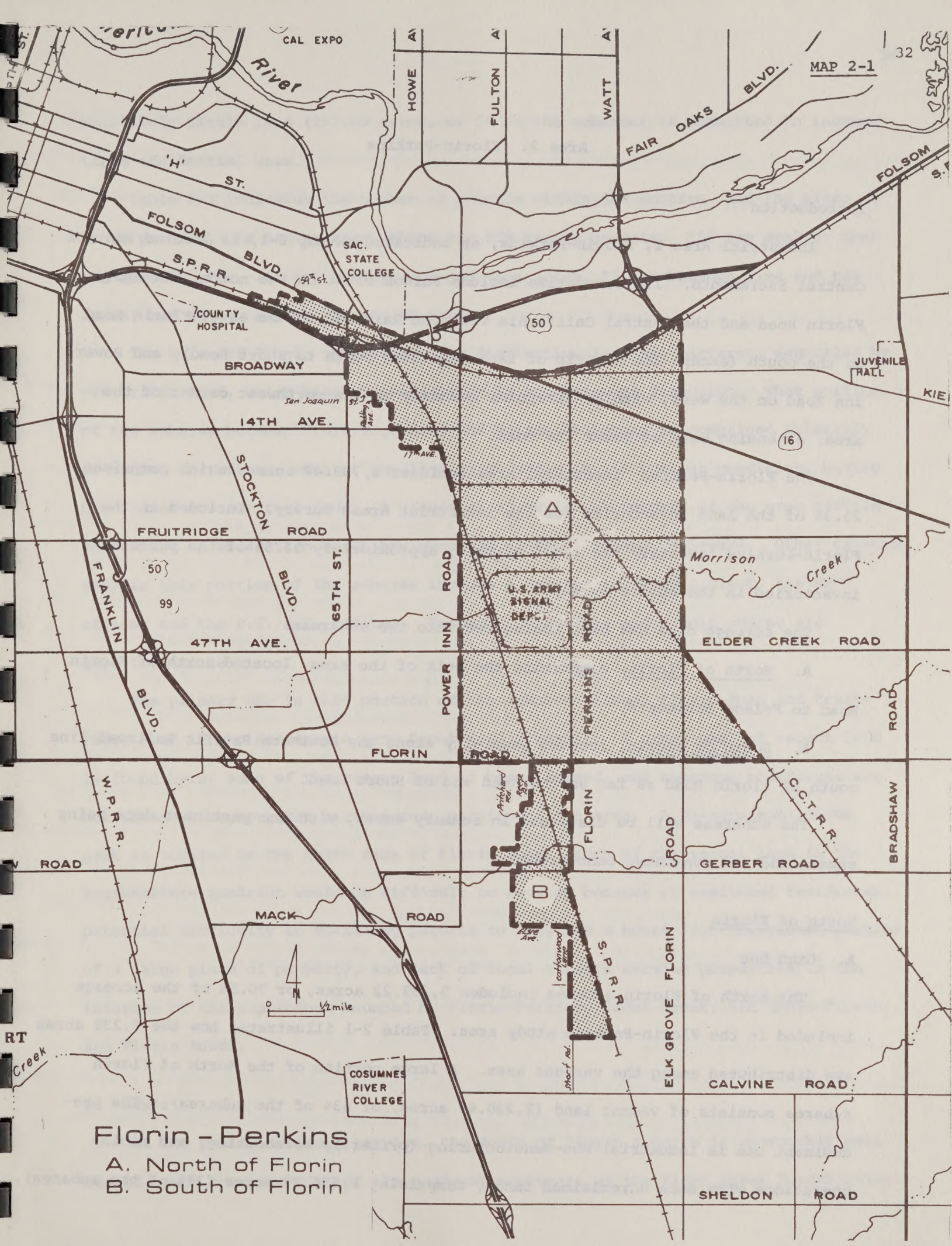
Subareas:

- A. North of Florin
- B. South of Florin

Florin - Perkins

A. North of Florin

B. South of Florin



Florin - Perkins

- A. North of Florin
- B. South of Florin

Area 2: Florin-Perkins

Introduction

Industrial Area 2, Florin-Perkins, as indicated on Map 2-1, is located east of Central Sacramento. Its boundaries include Folsom Blvd. on the north, Elk Grove-Florin Road and the Central California Traction Railroad on the east, Florin Road on the south (except for a strip of land extending south to Short Road), and Power Inn Road on the west, with an irregular boundary in the northwest corner of the area, extending west of Power Inn Road.

The Florin-Perkins industrial area includes 5,789.47 acres, which comprises 25.3% of the land inventoried for the Industrial Areas Survey. Included in the Florin-Perkins inventory are 1,371 parcels, approximately 23.5% of the parcels inventoried in the entire survey.

The acreage data has been aggregated into two subareas:

- A. North of Florin, comprising the bulk of the area, located north of Florin Road to Folsom Boulevard.
- B. South of Florin, located generally along the Southern Pacific Railroad line south of Florin Road as far as the dead end of Short Road.

The subareas will be discussed in summary terms, with the pertinent data being summarized and evaluated concurrently.

North of Florin

A. Land Use

The North of Florin subarea includes 5,239.22 acres, or 90.5% of the acreage included in the Florin-Perkins study area. Table 2-1 illustrates how the 5,239 acres are distributed among the various uses. A large portion of the North of Florin subarea consists of vacant land (2,239.47 acres, or 43% of the subarea). The predominant use is Industrial Non-manufacturing (primarily warehousing, and mining operations with much unreclaimed land), comprising 1,554.28 acres (27% of the subarea).

Relatively little land (237.09 acres, or 5% of the subarea) is committed to incompatible residential uses.

Table 2-2 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen there are 539 vacant parcels: 259 are smaller than one acre in size, 162 are between one and five acres, 57 are between five and ten acres, and 61 are between 10 and 50 acres.

The North of Florin subarea has two distinctive land use patterns, separated by Fruitridge Road, which bisects the subarea in an east-west direction. That portion of the subarea between Fruitridge Road and Folsom Boulevard is comprised primarily of mining operations; much of the land is unusable in its present condition, having been mined and not reclaimed. A glance at an aerial photograph of the area reveals the extent of excavation which has occurred south of Folsom Boulevard. Other existing uses in this portion of the subarea include a Procter and Gamble plant, the SMUD offices and the P.G. & E. offices. Numerous nurseries and a golf course are also located here.

The primary use in that portion of the subarea between Florin Road and Fruitridge Road is the Sacramento Army Depot (487.0 acres). A great deal of vacant land is found here; some of the vacant land is being farmed, and numerous residences are scattered throughout the southeastern portion of the area. A 29-acre mobilehome park is located on the north side of Florin Road. Much of the vacant land in the southeastern quadrant would be difficult to develop because of scattered residences, potential difficulty in splitting parcels to separate a house from the vacant portion of a large piece of property, and lack of local streets serving properties in the interior of the superbblock bounded by Florin-Perkins, Elder Creek, Elk Grove-Florin, and Florin Roads.

B. Sewer

As for public sewerage service, the North of Florin subarea is reasonably well served, with the exception of the quadrant southeast of the Elder Creek Road/Florin-

Perkins Road intersection, the portion of the subarea north of Jackson Road (largely gravel pits), and the northwestern portion of the subarea in the vicinity of California Youth Authority facility. The service is provided by the City of Sacramento and the Central Sanitation District. Sanitary sewer lines are located along Power Inn Road from 14th Avenue south, along Florin-Perkins Road from 23rd Avenue to just south of Fruitridge Road, along Elder Creek Road south of the Army Depot, and along Fruitridge Road from Florin-Perkins Road to Elk Grove-Florin Road; there is also a north-south line midway between Power Inn Road and Florin-Perkins Road, from Folsom Boulevard to Fruitridge. Additional lines are located in many of the local streets in the area.

C. Water

Much of the subarea is not served by a public water supply system. That portion of the subarea which is served is within the jurisdiction of the City of Sacramento or the Florin County Water District. That portion of the subarea which is within the Florin County Water District is the portion adjacent to the southern city limits, extending from Power Inn Road to a point midway between Florin Perkins Road and Elk Grove-Florin Road. City water lines are located along Power Inn Road (24"), Elder Creek Road (12", 18", 24"), Florin-Perkins Road (8", 10", 24"), and Fruitridge Road (12", 24", 30"). The Florin County Water District has indicated that water is available to all industrially-zoned parcels in the district (6" and 8" mains), although a map of the water lines is not available. It would seem that the extension of water service to presently unserved areas should not prove too difficult, and could be done concurrently with any street construction needed to provide access into portions of the subarea.

D. Fire Protection

Fire protection is provided by the City of Sacramento and the Florin Fire District and ISO ratings of 3, 4, and 9 are applicable to various portions of the subarea.

E. Transportation

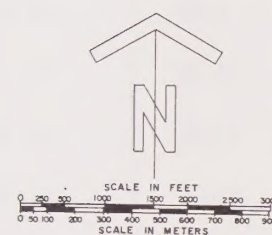
The subarea has reasonably good access to the Highway 50 freeway, which is north of the subarea from one to four miles. Three north-south arterials (Power Inn Road, Florin-Perkins Road, and Elk Grove-Florin Road) serve through-traffic between Florin Road and Folsom Boulevard, but only one (Power Inn Road) continues past Folsom Blvd. to Highway 50. Traffic delays may occur at either of two main rail crossings in the northern half of the subarea. The subarea is served by rail, with Southern Pacific tracks near the northern and western boundaries of the subarea, and Central California Traction traversing the center of the subarea in a southeasterly direction. The greatest problem relative to the transportation network is with the local streets. Many of the local streets are narrow and in poor condition, and much of the subarea is comprised of "superblocks" with no local streets to serve landlocked parcels.

F. Zoning

Most properties in the subarea are industrially-zoned (M-1, M-2, and M2-S). A major exception is that portion of the subarea southeast of the intersection of Florin-Perkins Road and Elder Creek Road, a great deal of which is agriculturally-zoned (A-10 and A-20). Consequently, zoning should prove to be no impediment to the establishment of new industrial uses within this subarea, with the exception of the southeastern quadrant, as mentioned.

G. Summary

In summary, the greatest potential for new industry within this subarea appears to be adjacent to the Army Depot on the east and south (along Florin-Perkins Road and Elder Creek Road). Land here is relatively free of incompatible uses, and the extension of rail and utility lines into the area appears feasible with little difficulty. Another possibility may be the ultimate reclamation of the gravel pits (through the improvement of the sides, utilization of catch basins and pumps for drainage, and building on the pit bottom).



INDUSTRIAL STUDY NORTH OF FLORIN EXISTING LAND USE

- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MH MOBILEHOME / TRAILER PARK
- ONU OPEN NON URBAN
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- T TRANSPORTATION, COMMUNICATION, UTILITIES
- R RETAIL ACTIVITIES
- O OFFICE ACTIVITIES
- Q PUBLIC & QUASI PUBLIC BUILDINGS
- OS PUBLIC & QUASI PUBLIC OPEN SPACE
- VACANT
- STUDY AREA

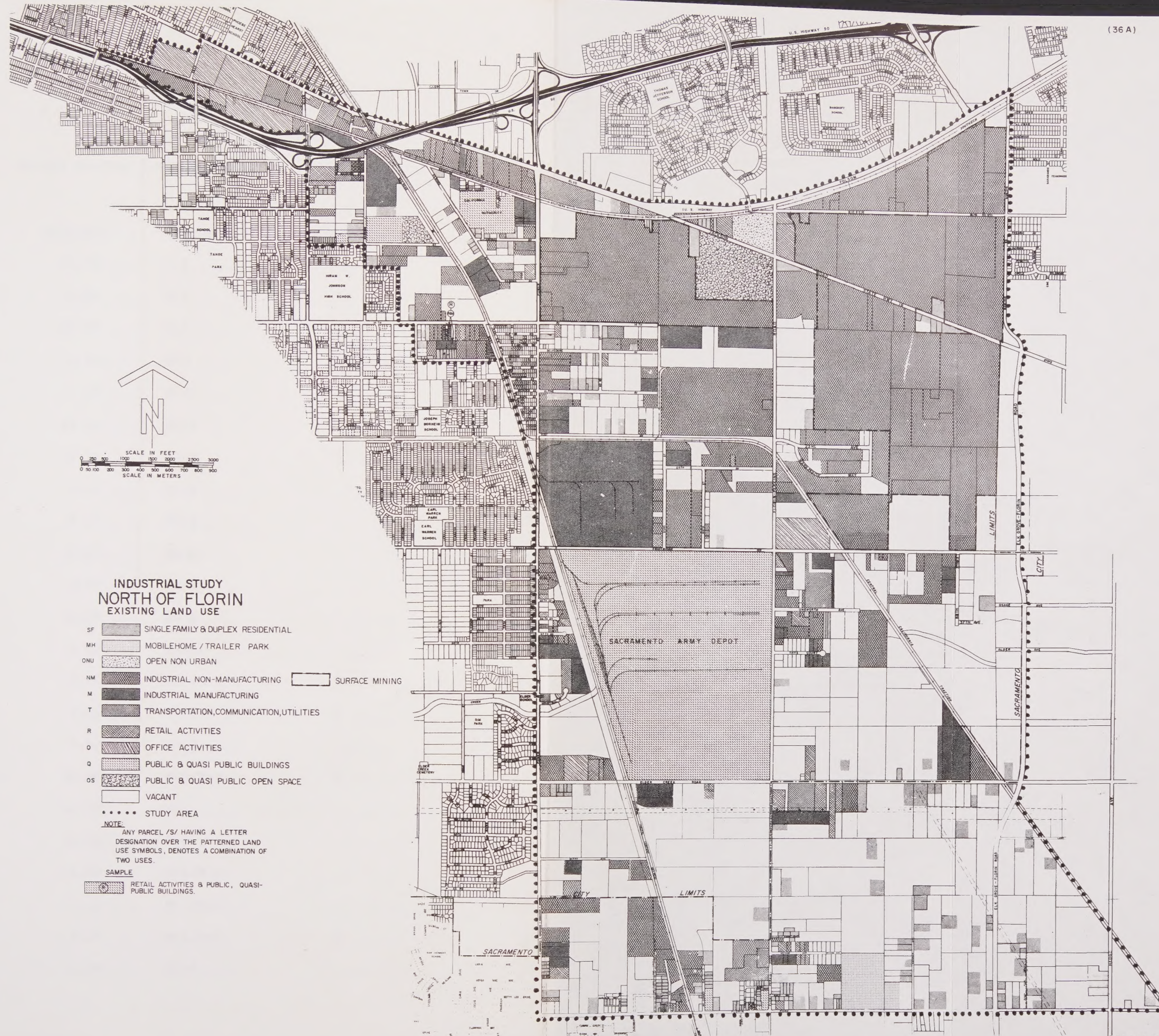
SURFACE MINING

NOTE:

ANY PARCEL /S/ HAVING A LETTER DESIGNATION OVER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES.

SAMPLE

- RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.



VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
15-031-01	10.00	M-1	
15-101-06	9.80	M-1	*
15-311-21	28.12	M-1	
15-311-23	8.16	M-1	
38-28-15	9.84	M2-S	
38-29-14	19.73	M2-S	
40-101-10	11.11	M2-S	*
40-101-11	9.29	M2-S	
40-111-01	9.87	M2-S	
40-111-02	9.87	M2-S	
40-111-03	9.87	M2-S	
40-111-04	12.20	M2-S	
40-121-02	9.87	M2-S	
40-121-03	7.41	M2-S	*
40-121-07	7.06	M2-S	*
40-121-11	5.00	M2-S	
43-022-02	29.86	M-1/M-2	*
43-022-05	12.70	M-1	
43-022-10	11.91	R-3	
43-022-22	14.80	M-1/M-2	
43-022-28	7.73	M-1/M-2	
43-07-03	8.28	M-1/C-1	*
61-071-08	6.26	M2-S	

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
61-121-02	9.40	M2-S	
61-131-02	8.40	M2-S	*
61-14-17	16.15	M2-S	
61-14-20	14.40	M2-S	
61-15-49	6.64	M2-S	
61-15-51	12.87	M2-S	
61-15-54	6.42	M2-S	
61-15-55	5.72	M2-S	
61-15-58	13.28	M2-S	
61-162-01	6.12	M2-S	
61-173-09	36.00	M2-S	*
61-18-04	20.00	M2-S	
61-18-16	39.81	M2-S	
61-18-18	9.17	M2-S	
62-03-23	13.25	M2-S	
62-041-21	8.65	M2-S	
62-042-14	5.50	M2-S	
62-05-01	19.11	M2-S	*
62-05-02	10.00	M2-S	
62-05-03	10.00	M2-S	
62-05-04	20.00	M2-S	
62-05-08	39.57	M2-S	
62-05-09	10.40	M2-S	
62-05-16	19.69	M2-S	
62-05-17	18.70	M2-S	*
62-05-18	9.87	M2-S	
62-05-23	25.15	M2-S	

<u>Assessor's Parcel No.</u>	<u>Size(Ac)</u>	<u>Zoning</u>	<u>Comments</u>
62-05-32	7.81	M2-S	
62-05-33	9.88	M2-S	
62-05-35	11.09	M2-S	
62-05-37	18.36	M2-S	
62-05-43	14.92	M2-S	
62-05-46	11.48	M2-S	*
62-06-22	15.17	M2-S	
62-06-25	14.79	M2-S	*
62-08-01	10.00	M2-S	
62-08-02	5.00	M2-S	
62-08-03	5.00	M2-S	
62-08-05	8.10	M2-S	
62-08-14	8.52	M2-S	
62-08-15	14.83	M2-S	
62-08-16	19.76	M2-S	
62-08-17	9.62	M2-S	
62-09-02	5.64	M2-S	
62-09-06	6.33	M2-S	
62-09-07	11.46	M2-S	
62-10-12	5.16	M2-S	
62-10-17	8.89	M2-S	
63-014-01	6.98	A-10	
63-014-02	9.51	M-2	
63-053-01	13.02	M-2	
63-053-02	14.25	A-10	
64-01-07	20.50	M2-S	
64-01-13	37.66	M2-S	
64-01-14	20.20	M2-S	

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
64-01-15	19.74	M2-S	
64-01-20	14.54	M2-S	
64-01-21	24.54	M2-S	
64-01-31	12.87	M2-S	
64-02-08	17.26	A-20	*
64-02-09	17.54	A-20	*
64-02-21	15.00	A-10	
64-02-22	5.78	A-10	*
64-02-26	23.15	A-10	*
64-02-27	8.28	A-10	*
64-02-29	35.68	A-10	*
64-02-32	8.78	M-1	*
64-02-45	45.20	A-10	
64-02-48	17.25	A-10	
64-02-49	5.59	A-10	*
64-032-03	10.80	A-10	*
64-032-04	12.60	A-10	*
64-032-05	5.28	A-10	
64-032-06	12.00	A-10	
64-04-02	27.04	M2-S	*
64-04-06	7.56	C-2	
64-04-16	22.03	M-2	
64-04-21	8.85	M-1/M-2	*
64-071-02	30.00	A-10	
64-071-24	5.00	M-1	
64-071-25	5.29	M-1	
64-071-30	20.00	A-10	
64-071-34	5.67	M-1	

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
64-071-45	14.90	A-10	
64-072-02	19.13	A-10	*
64-072-03	7.95	A-10	*
64-072-08	9.76	A-10	*
64-072-09	22.03	A-10	*
64-072-11	7.24	A-10	*
64-072-20	7.21	A-10	
64-072-23	5.15	A-10	*
64-08-01	10.00	A-10	
64-08-02	18.00	A-20	*
64-08-17	6.30	A-10	
64-08-34	16.00	A-10	*
64-08-40	25.48	A-20	*
64-08-43	7.15	A-10	*
64-08-45	5.72	A-10	*
64-08-47	15.73	A-20	
64-08-49	9.55	A-10	
64-08-50	6.79	A-10	*
78-202-02	13.57	M2-S	
78-202-05	8.80	M2-S	*
79-241-05	10.00	M2-S	
79-30-04	24.26	M2-S	
79-31-06	12.57	M2-S	

*The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 2-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	1544.58	694.89	2239.47
Industrial Non-Mfg.	1536.89	17.39	1554.28
Industrial Manufacturing	310.46	2.21	312.67
Transportation Communications Utilities	88.86	0	88.86
Residential	93.03	144.06	237.09
Other	728.64	78.21	806.85
TOTAL	4302.46	936.76	5239.22

TABLE 2-2

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	259	162	57	61	0	539
Industrial Non-Mfg.	120	135	15	20	8	298
Industrial Manufacturing	15	28	4	4	1	52
Transportation Communications Utilities	0	10	3	3	0	16
Residential	186	86	1	1	0	274
Other	49	35	4	7	2	97
TOTAL	629	456	84	96	11	1276

South of Florin

A. Land Use

The South of Florin subarea includes 550.25 acres, or 9.5% of the acreage included in the Florin-Perkins study area. Table 2-3 illustrates how the 550 acres are distributed among the various uses. Much of the South of Florin subarea consists of vacant land (382.29 acres, or 69% of the subarea). The predominant use is Industrial Manufacturing (including Keyes Fibre, Pepsi Cola, and Frasinetti Winery), comprising 106.02 acres, or 19% of the subarea. Relatively little land (11.88 acres, or 2% of the subarea) is committed to incompatible residential uses.

Table 2-4 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen, there are 39 vacant parcels: 7 are smaller than one acre in size, 12 are between one and five acres, 6 are between five and ten acres, 13 or between ten and fifty acres, and 1 is larger than 50 acres.

The bulk of the existing industry is located in the vicinity of Gerber Road, which crosses through the subarea in an east-west direction one mile south of Florin Road.

B. Sewer

The extension of sewer lines into the unserved portions of the subarea could probably be accomplished without any great difficulty. Sewer lines exist along Florin Road, Gerber Road, French Road, Wilbur Way, the southern portion of Reese Road, Elsie Avenue, and a portion of Cottonwood Lane south of Elsie Avenue. Much of the area is presently within the Central Sanitation District.

C. Water

That portion of the subarea north of Gerber Road is within the Florin County Water District, and that portion south of Gerber Road is within the Citizens Utilities Company water district. Six and eight inch water lines are located along Florin Road, Reese Road, Gerber Road, and French Road, so that portion of the

subarea north of Gerber Road is reasonably well served. With the exception of a 10" water line on Wilbur Way, the portion of the subarea south of Gerber Road is unserved.

D. Fire Protection

Fire Protection is provided by the Florin Fire District, and ISO ratings of 4 and 9 are applicable to various portions of the subarea.

E. Transportation

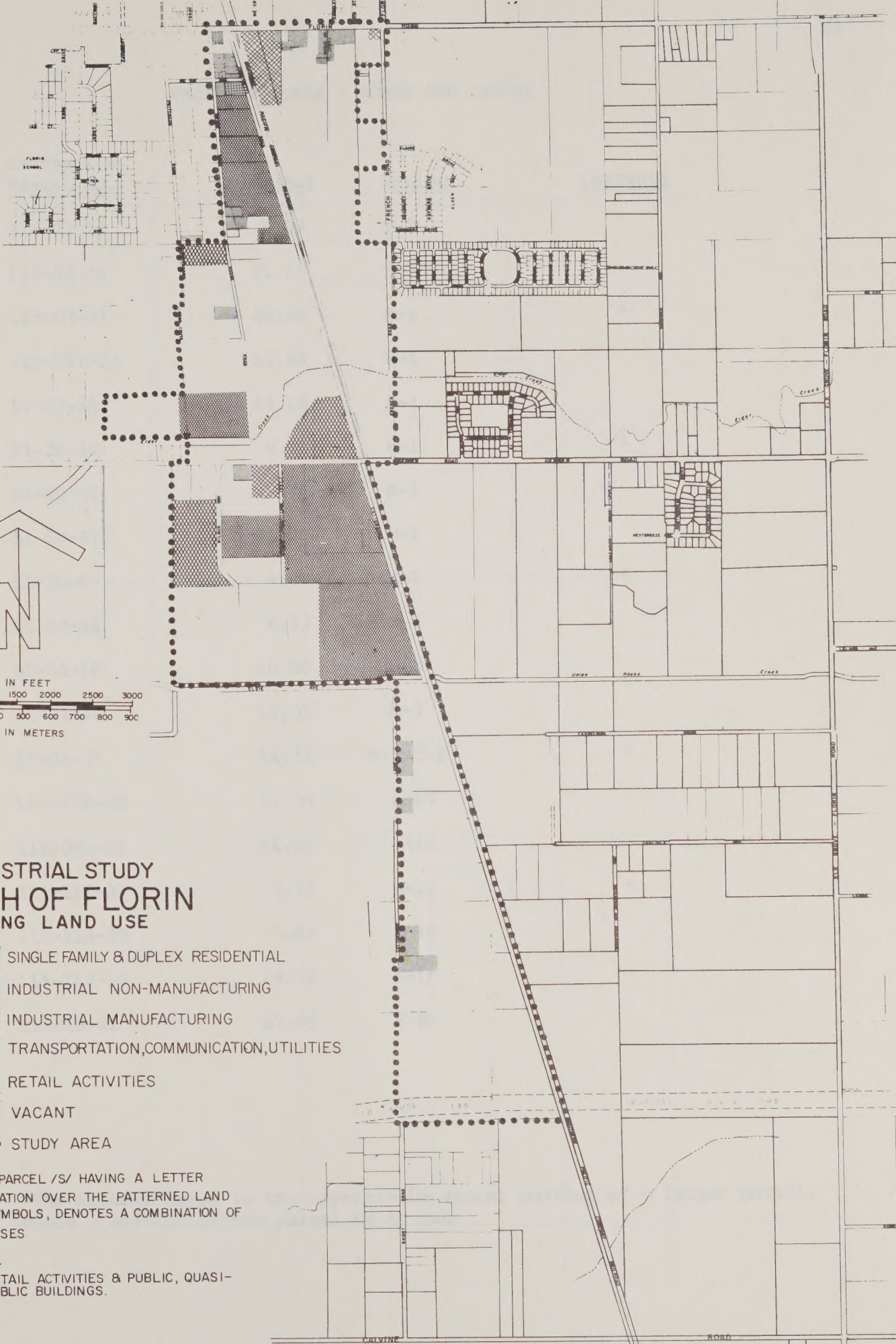
Highway 99 is approximately 2 miles to the west, with access via Elsie Avenue. Highway 50 is approximately 4 to 5 miles to the north. While freeway access is some distance away, the Southern Pacific Railroad mainline passes through the subarea from the northwest to the southeast.

F. Zoning

Most properties in the subarea are industrially-zoned. Some agricultural zoning is present in the southeastern portion of the subarea.

G. Summary

In summary, this subarea seems to have limited potential for additional industrial development. Greatest potential is probably in the vicinity of Gerber Road and Elsie Avenue, where existing industry has established a foothold and freeway access is not too distant. Residential developments are beginning to encroach from the northwest, and the north-south streets connecting the east-west arterials are not particularly good.



INDUSTRIAL STUDY SOUTH OF FLORIN EXISTING LAND USE

- SF  SINGLE FAMILY & DUPLEX RESIDENTIAL
- NM  INDUSTRIAL NON-MANUFACTURING
- M  INDUSTRIAL MANUFACTURING
- T  TRANSPORTATION, COMMUNICATION, UTILITIES
- R  RETAIL ACTIVITIES
- V  VACANT

..... STUDY AREA

NOTE:

ANY PARCEL /S/ HAVING A LETTER DESIGNATION OVER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES

SAMPLE

-  RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
115-03-10	6.09	M-1	
115-03-35	21.08	M-1	
115-03-37	28.02	M-2	*
115-091-24	13.69	M-1	
51-20-46	14.28	M-1	
51-20-49	6.74	M-1	*
51-20-51	32.70	M-1	
51-20-57	11.00	M-1	
51-20-63	9.81	M-1	*
65-02-44	6.13	M-2	
65-03-10	10.00	M-2	
65-03-11	18.01	M-2	
65-02-37	14.34	M-2/C-2	*
115-091-30	11.20	A-10	
115-091-31	11.40	A-10	
115-112-31	7.72	A-10	*
115-112-32	9.02	A-10	
115-112-07	19.78	A-10	*
115-13-01	57.00	A-80	

*The Acreage notes is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 2-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	260.49	121.80	382.29
Industrial Non-Mfg.	27.34	0	27.34
Industrial Manufacturing	106.02	0	106.02
Transportation Communications Utilities	4.28	0	4.28
Residential	7.86	10.58	18.44
Other	9.73	2.15	11.88
TOTAL	415.72	134.53	550.25

TABLE 2-4

NUMBER OF PARCELS

PARCEL SIZE (Ac)

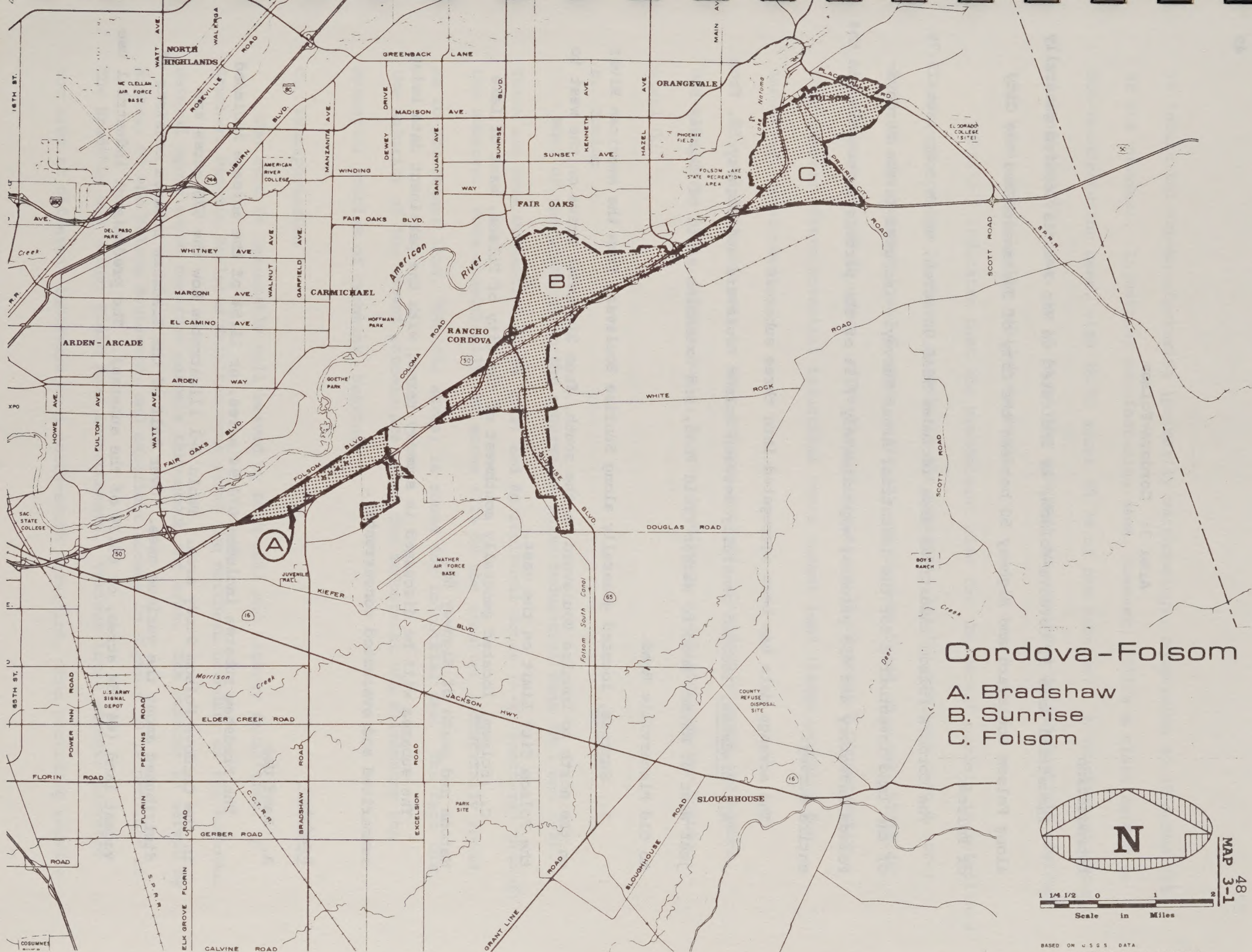
	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	7	12	6	13	1	39
Industrial Non-Mfg.	0	2	3	0	0	5
Industrial Manufacturing	0	2	4	3	0	2
Transportation Communications Utilities	1	1	0	0	0	9
Residential	27	8	0	0	0	35
Other	2	3	0	0	0	5
TOTAL	37	28	13	16	1	95

CHAPTER THREE

AREA 3: CORDOVA - FOLSOM

Subareas:

- A. Bradshaw
- B. Sunrise
- C. Folsom



Area 3: Cordova-Folsom

Introduction

Industrial Area 3, Cordova-Folsom, as indicated on Map 3-1, is located generally along Folsom Boulevard and Highway 50 between the City of Sacramento and the City of Folsom.

The Cordova-Folsom industrial area includes 5846.05 acres, which comprises 23.7% of the land inventoried for the Industrial Areas Survey. Included in the Cordova-Folsom inventory are 458 parcels, approximately 7.5% of the parcels inventoried in the entire survey.

The acreage data has been aggregated into three subareas:

A. Bradshaw, located generally between Folsom Boulevard and Highway 50, from just west of Mayhew Road to Mather Field Road, and extending south of Highway 50 to Old Placerville Road.

B. Sunrise, located generally along Sunrise Boulevard from the American River on the north to Douglas Boulevard on the south, from Zinfandel Drive on the west to the Folsom City Limit on the east.

C. Folsom, located generally southwest of the City of Folsom, east of Lake Natoma and north of Highway 50.

The subarea will be discussed in summary terms, with the pertinent data being summarized and evaluated concurrently.

Bradshaw

A. Land Use

The Bradshaw subarea includes 674.94 acres, or 11.5% of the acreage included in the Cordova-Folsom Study area. Table 3-1 illustrates how the 675 acres are distributed among the various uses. Over half of the Bradshaw subarea consists of vacant land (447.54 acres, or 66.3% of the subarea). The predominant industrial use

is Industrial Non-Manufacturing (primarily warehousing), comprising 40.18 acres (6% of the subarea). Industrial Manufacturing uses, however, follow a close second to Non-Manufacturing uses, with 38.92 acres (5.7% of the subarea). A substantial amount of land (100.67 acres, or 14.9% of the subarea) is committed to incompatible residential uses, specifically mobilehome parks.

Table 3-2 indicates that the predominant size for the vacant parcels is relatively large. There are 33 vacant parcels in the subarea: 3(9.1%) are less than 1 acre; 9(27.3%) are between 1 and 5 acres; 8(24.2%) are between 5 and 10 acres; 13(39.4%) are between 10 and 50 acres. (The largest parcel is 38.02 acres.) Consequently, this subarea offers potential industrial users vacant land (large parcels) for industrial development.

Major industrial uses in this subarea include: Davidson Plywood and Lumber, Mee-Allied Van Lines, Adonas Pools, Brookside Winery, and Pittsburgh-Des Moines Steel Co.

B. Zoning

Most of the property in the subarea is in an industrial zone (M-1 and M-2). There are some Commercial zones (C-2) and Agricultural zones (A-2) scattered through the subarea. More specifically 482 acres (71% of the area) are industrially zoned. As to the vacant land, 78% (352 acres) is zoned for industrial use. The fact that the majority of the vacant parcels are zoned for industrial use eliminates the potential problem of rezoning hearings.

C. Transportation

The area is reasonably well served by both rail and highway facilities. A Southern Pacific Railroad Mainline runs along the northern boundary of the subarea. Several spurs serve numerous parcels throughout the area. The subarea is served by Highway 50 and Folsom Boulevard, and excellent access to Highway 50 is provided at the Bradshaw and Mather Field Road interchanges. Various local streets traverse the area at different intervals in a north-south direction, thus providing service

to most property in the area.

D. Water and Sewer

Generally, utilities are provided throughout the area. Water is provided by the Citizens Utility Company; sanitary sewer is mainly provided by the Central Sanitation District and the Cordova Sewer Maintenance District. It is not anticipated that any problems would arise in extending lines to serve new industry.

E. Fire Protection

This subarea is served by the Rancho Cordova Fire District and has an ISO rating of 4 in the developed areas and 9 in the vacant portions.

F. Summary

In summary, this subarea offers limited potential for the development of new industry. This is mainly due to the limited amount of vacant land available. Of the incompatible residential uses, mobilehome parks represent the main constraint to industrial development but only in the extreme east end of the subarea. The subarea offers rail, freeway and utilities which would not be difficult to extend if the need arose.

INDUSTRIAL STUDY BRADSHAW EXISTING LAND USE

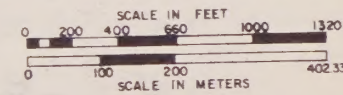
- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MH MOBILE HOME / TRAILER PARK
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- T TRANSPORTATION, COMMUNICATION, UTILITIES
- R RETAIL ACTIVITIES
- O OFFICE ACTIVITIES
- V VACANT

..... STUDY AREA

NOTE:
ANY PARCEL /S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION OF
TWO USES

SAMPLE

- ⊗ RETAIL ACTIVITIES & OFFICE ACTIVITIES



VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size (Ac)</u>	<u>Zoning</u>	<u>Comments</u>
68-01-4	37.47	A-2	
68-01-37	20.57	M-1	
68-01-38	6.02	M-1	
68-01-41	23.10	M-1	
68-16-36	34.55	M-1	
68-16-37	11.00	M-2	*
68-16-41	16.12	M-1	
77-01-4	31.81	M-1	
77-01-5	18.37	M-1	
77-01-8	11.00	M-1	*
77-01-9	8.84	M-1	
77-02-20	5.60	C-2	
77-02-22	28.33	M-1	
77-02-27	18.55	RM-1	
77-04-3	16.08	M-1	
77-04-4	9.50	C-2	
77-04-5	5.55	C-2	
77-05-3	6.29	M-1	
77-05-5	5.55	M-1	
77-05-6	8.50	M-1	
77-05-9	8.37	M-1	
77-20-20	38.02	M-2	
77-20-21	36.85	M-2	

* The acreage noted is the approximate vacant portion of a large parcel, where a portion of the parcel is in use.

TABLE 3-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	352.37	95.17	447.54
Industrial Non-Mfg.	40.18	0	40.18
Industrial Manufacturing	38.92	0	38.92
Transportation Communications Utilities	1.76	0	1.76
Residential	8.36	92.31	100.67
Other	40.32	5.55	45.87
TOTAL	481.91	193.03	674.94

TABLE 3-2

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	3	9	8	13	0	33
Industrial Non-Mfg.	0	2	0	1	0	3
Industrial Manufacturing	0	2	1	2	0	5
Transportation Communications Utilities	0	1	0	0	0	1
Residential	0	6	3	4	0	13
Other	4	5	1	1	0	11
TOTAL	7	25	13	21	0	66

Sunrise

A. Land Use

The Sunrise subarea includes 3195.09 acres, or 54.6% of the acreage included in the Cordova-Folsom study area. Table 3-3 illustrates how the 3195 acres are distributed among the various uses. Over three-fourths of the Sunrise subarea consists of vacant land (2804.90 acres or 87.8% of the subarea). The predominant industrial use is Industrial Non-Manufacturing (primarily warehousing) which comprises 179.17 acres (5.6% of the subarea). The amount of land committed to incompatible residential uses is fairly low at 44.11 acres or 1.4% of the subarea.

There is a substantial amount of vacant land available and the predominant parcel size is relatively large, as shown on Table 3-4. There are 149 vacant parcels in the area: 19 (12.7%) are less than 1 acre; 61 (41%) are between 1 and 5 acres; 11 (7.4%) are between 5 and 10 acres; 46 (30.9%) are between 10 and 50 acres; 12 (8%) are over 50 acres, the largest being 326.90 acres. Consequently, this subarea would offer industrial users large amounts of vacant land for industrial development.

Major industrial users in this subarea include: Lone Star Industries; Kaufman & Broad Homes System, Inc.; Mee Moving and Storage; C & C Auto Wrecking; and PMI Contractors & Engineers.

B. Zoning

Most of the property in the subarea is in an industrial zone (M-1 and M-2). Some commercially-zoned property (C-2 and TC) and some agriculturally-zoned property (A-2(F) and AG-80) is scattered throughout the area. More specifically, 2919 acres, (91% of the area) is industrially-zoned. As to the vacant land, 93% (26.9 acres) is zoned for industrial use. The fact that most vacant parcels within the subarea are zoned for industrial use eliminates the potential problem of rezoning hearings.

C. Transportation

Transportation facilities within the subarea are somewhat lacking in terms of

rail service, however, the subarea is reasonably well served by highway facilities. A Southern Pacific Railroad mainline traverses the area in an east-west direction and a main spur runs north from the mainline along Sunrise Boulevard to Citrus Road where it ends in the Lone Star property. The main portion of vacant land east of this spur and north of Highway 50, as well as the majority of land south of Highway 50, is virtually unserved by rail. The subarea is served by Highway 50, Folsom Boulevard, and Sunrise Boulevard. Access to Highway 50 is provided at the Zinfandel Drive, Sunrise Boulevard, and Hazel Avenue interchanges. Local streets serve most of the subarea with the exception of the portion east of Sunrise Boulevard and north of Highway 50.

D. Sewer

The Cordova Sewer Maintenance District serves the majority of this subarea. There are sewer lines along portions of most of the main arterials (i.e., Sunrise Boulevard and Folsom Boulevard). The vacant land is not directly served, so any future development would require an extension of sewer lines.

E. Water

The subarea's water needs are taken care of jointly by the Arden-Cordova District and the City of Folsom. It should be noted that, at the present time, most of the existing industrial uses (particularly on the east side of Sunrise Boulevard) are being served by the City of Folsom. Water service to vacant parcels for future industrial development will require an extension of water lines.

F. Fire Protection

This subarea is served by the Rancho Cordova Fire District; applicable ISO ratings are 4 and 9.

G. Other

In an interview with developer Buzz Oates, some comments were noted regarding

the vacant land between Sunrise Boulevard and Hazel Avenue directly north of Highway 50. Though it has both rail and freeway access, it isn't buildable due to lack of water supply. The cost of providing water, plus the cost of drainage fees, make industrial development prohibitive.

A report prepared by Lowry & Associates (Summary of Soil Conditions) points out that building in this subarea is hindered by the dredger tailings. "Regrading of the surface is generally required and placement of imported materials over the cobbles is desirable for installation of utilities and shallow foundation construction." (Summary of Soil Conditions, Lowry & Associates, August 1976, P.2.)

In summary , this subarea offers potential for future industrial development. Incompatible residential uses are minimal and considerable vacant land exists in relatively large parcels. Rail, freeway, and utilities exist in the subarea, but the cost of extending services into vacant areas may deter industry to a certain extent.



**INDUSTRIAL STUDY
SUNRISE
EXISTING LAND USE**

- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MB MOBILEHOME / TRAILER PARK
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- T TRANSPORTATION, COMMUNICATION, UTILITIES
- R RETAIL ACTIVITIES
- O OFFICE ACTIVITIES
- QP PUBLIC & QUASI PUBLIC BUILDINGS
- OS PUBLIC & QUASI PUBLIC OPEN SPACE
- VACANT
- STUDY AREA

NOTE:
ANY PARCEL /S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION OF
TWO USES

SAMPLE
[Symbol] RETAIL ACTIVITIES & PUBLIC, QUASI-
PUBLIC BUILDINGS.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size(Ac)</u>	<u>Zoning</u>	<u>Comments</u>
58-262-05	28.70	RM-1	*
58-27-14	13.18	M-1	
69-01-05	40.69	M-2	
69-01-26	19.28	M-2	
69-01-10	35.99	M-2	
69-01-39	28.88	M-2	
69-01-27	21.01	M-2	
69-01-32	5.28	M-2	
69-01-34	15.80	A-2 (F)	
69-01-37	12.34	M-2	
69-01-38	24.68	A-2 (F)	
69-01-40	184.26	M-2	
69-031-13	59.22	M-2	
69-04-25	25.71	M-2	
69-04-26	15.80	M-2	
69-04-27	34.23	M-2	
69-04-28	120.72	M-2	
69-04-30	10.74	M-2	
69-04-32	50.79	M-2	
69-04-33	102.79	M-2	
69-06-34	18.15	C-2	
69-07-08	8.32	O	
69-101-15	27.71	M-2	
69-11-02	162.79	M-2	

<u>Assessor's Parcel No.</u>	<u>Size(Ac)</u>	<u>Zoning</u>	<u>Comments</u>
69-11-03	67.22	M-2	
69-11-04	15.85	M-2	
69-11-05	36.74	M-2	
69-11-06	51.82	M-2	
69-12-04	7.85	M-2	
69-15-04	31.65	M-2	
72-21-22	5.77	RM-1	
72-21-32	5.57	C-2	
72-22-19	18.45	M-2	
72-22-64	23.96	M-2	
72-22-79	15.85	M-2	
72-23-27	10.90	M-2	
72-23-34	9.66	M-2	
72-23-83	16.29	M-2	
72-23-51	45.67	M-2	*
72-23-58	326.90	M-2/C-2	
72-23-90	326.00	M-2	
72-23-91	100.60	M-2	
72-24-06	5.11	M-2	
72-24-07	8.00	M-2	*
72-25-02	18.45	M-1	
72-25-05	6.94	M-2	
72-26-02	16.91	M-2	
72-26-11	31.74	M-2	
72-26-18	7.15	M-2	
72-26-20	8.69	M-2	
72-26-23	8.06	M-2	
72-26-24	26.33	M-2	
72-28-07	34.01	M-1	

<u>Assessor's Parcel No.</u>	<u>Size(Ac)</u>	<u>Zoning</u>	<u>Comments</u>
72-28-08	25.50	M-1	
72-29-01	10.72	M-2	
72-29-02	10.05	M-2	
72-29-03	20.01	M-2	
72-29-04	30.34	M-2	
72-29-05	68.72	M-2	
72-29-06	120.31	M-2	
58-28-06	10.25	C-2	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 3-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	2618.92	185.98	2804.90
Industrial Non-Mfg.	170.38	8.79	179.17
Industrial Mfg.	34.64	1.76	36.40
Transportation Communications Utilities	14.92	6.43	21.35
Residential	6.59	37.52	44.11
Other	73.71	35.45	109.16
TOTAL	2919.16	275.93	3195.09

TABLE 3-4

NUMBER OF PARCELS
PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & over	TOTAL
Vacant	19	61	11	45	12	148
Industrial Non-Mfg.	18	28	5	0	1	52
Industrial Mfg.	2	7	1	1	0	11
Transportation Communications Utilities	4	8	0	0	0	12
Residential	2	5	2	1	0	10
Other	20	17	1	0	1	39
TOTAL	65	126	20	47	14	272

Folsom

A. Land Use

The Folsom subarea includes 1976.02 acres, or 33.8% of the acreage included in the Cordova-Folsom study area. Table 3-5 illustrates how the 1976 acres are distributed among the various uses. Over three-fourths of the Folsom subarea consists of vacant land (1905.76 acres, or 96.4% of the subarea). Only 22.31 acres (1.1% of the subarea) are committed to incompatible residential uses.

There is a substantial amount of vacant land available and the predominant size of this vacant land is relatively large as shown on Table 3-6. There are 61 vacant parcels in the subarea: 12 (19.6%) are less than 1 acre; 16 (26.2%) are between 1 and 5 acres; 7 (11.4%) are between 5 and 10 acres; 13 (21.3%) are between 10 and 50 acres; and 13 over 50 acres, the largest being 381.63 acres. Consequently, this subarea offers potential industrial users vacant land in large parcels.

Major industrial uses in this subarea include: Slater Electric Company of California, Shower Door and Fiberglass Manufacturing, American River Manufacturing Company, and D.L. Jones Excavating.

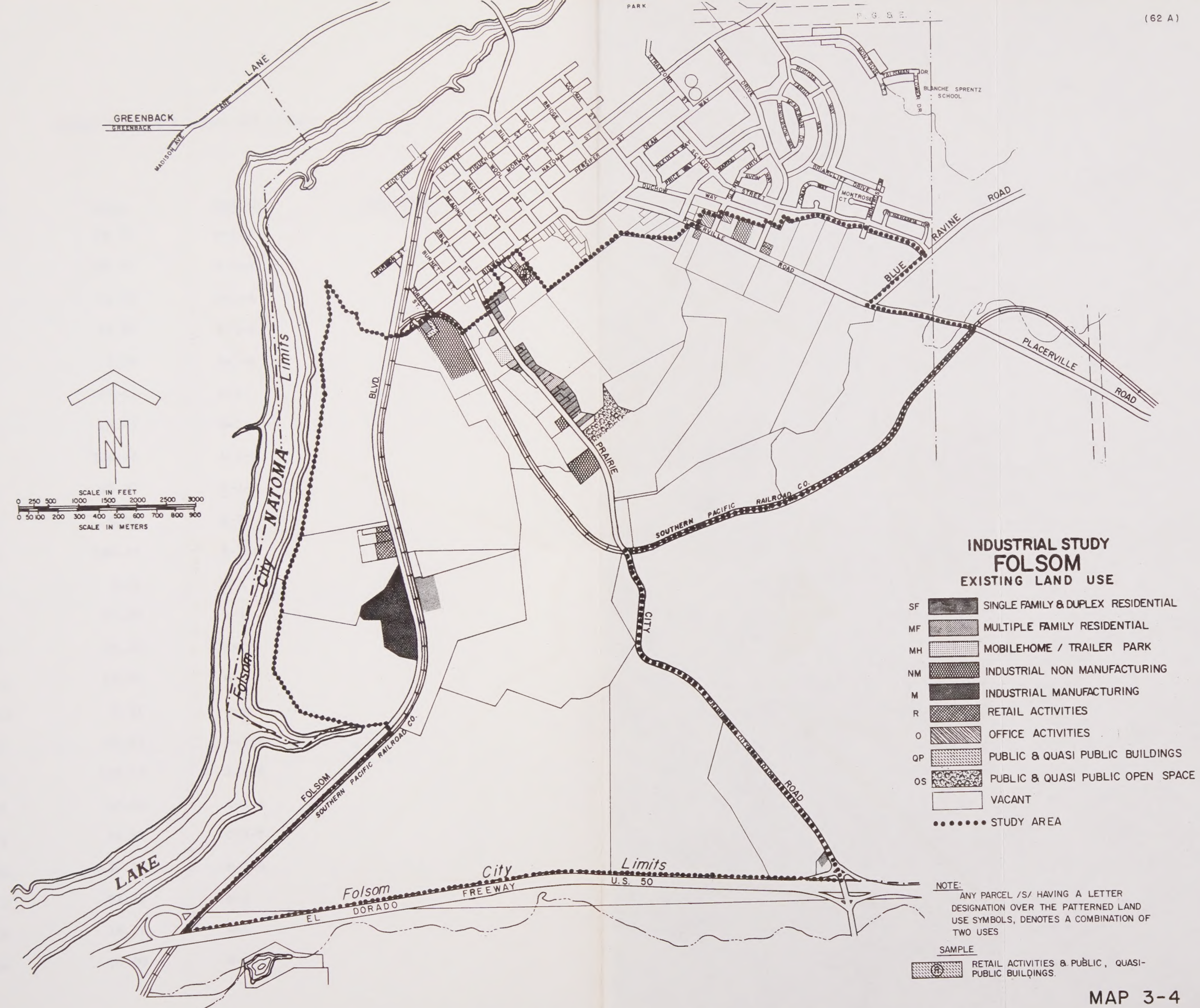
Most of the property in the subarea is in an agricultural zone (A-1-A). There are some commercial zones (C-2 and C-2-P) and residential zones (R-1) scattered through the subarea. There are 434.27 acres (22% of the area) industrially zoned (M-1 and M-2). As to the vacant land, 20% (388 acres) is zoned for industrial use. Since the majority of vacant parcels within the subarea are zoned for agricultural use, the problem of rezoning hearings will arise if industrial uses are contemplated.

The area is reasonably well served by both rail and highway facilities. Two Southern Pacific Railroad tracks provide rail service to the area, one paralleling Folsom Boulevard along the western portion of the subarea and the other forming the southeastern boundary of the subarea. The subarea is served by Highway 50,

Folsom Boulevard, Prairie City Road and Placerville Road. Access to Highway 50 is provided at the Folsom Boulevard and Prairie City Road interchanges. The subarea, however, lacks local streets into the vacant areas, so street construction would be necessary for industrial development.

The subarea's water needs are administered by the City of Folsom (Folsom Division). Presently Slater Electric Company is served by a 12-inch main from Cliffords Reservoir and any vacant industrially zoned land would be served with 10- and 12-inch mains upon demand. It should be noted that the City of Folsom, in an effort to attract new industry, is applying for money from the U.S. Economic Development Administration for a 24-inch water line to serve potential industrial land.

In summary, this subarea offers potential for future industrial development. There are no incompatible uses and even though it is far from the City of Sacramento, it offers large amounts of vacant land, rail, freeway, and (upon demand) utilities.



VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
71-32-12	24.79	M-1-P	
71-32-14	94.76	A-1-A	
69-08-01	23.95	A-1-A	
69-08-08	72.29	A-1-A	
71-02-03	7.35	A-1-A	
71-02-06	17.41	M-2	
71-02-08	14.63	M-2	
71-02-09	128.25	A-1-A	
71-02-22	96.97	A-1-A	
71-02-26	6.90	M-2	
71-02-28	148.29	A-1-A	
71-02-33	5.00	M-1	
71-02-40	53.44	M-1	
71-02-45	19.26	A-1-A	
71-181-01	14.41	M-2	*
71-181-21	5.31	R-4	
71-32-19	61.07	A-1-A	
71-32-21	110.34	A-1-A	
71-32-22	10.00	A-1-A	
71-32-23	16.61	C-2-P	
71-32-20	39.36	A-1-A	
71-32-27	91.23	M-1	
71-32-28	14.78	M-1	
71-32-29	75.00	M-2	*

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
71-32-30	9.67	M-1	
71-32-31	24.38	M-1	
72-01-13	149.25	A-1-A	
72-01-18	49.73	A-1-A	
72-01-22	64.00	A-1-A	*
72-01-23	10.57	A-1-A	
72-01-26	381.63	A-1-A	
71-243-02	8.97	M-1-P	
71-243-04	7.80	M-1-P	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 3-5

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	388.04	1517.72	1905.76
Industrial Non-Mfg.	20.60	0	20.60
Industrial Manufacturing	15.89	0	15.89
Transportation Communications Utilities	0	0	0
Residential	1.34	20.97	22.31
Other	8.40	3.06	11.46
TOTAL	434.27	1541.75	1976.02

TABLE 3-6

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	12	16	7	13	13	16
Industrial Non-Mfg.	2	2	0	1	0	5
Industrial Manufacturing	2	1	0	1	0	4
Transportation Communications Utilities	0	0	0	0	0	0
Residential	31	5	0	0	0	36
Other	9	4	0	0	0	13
TOTAL	56	28	7	15	13	119

CHAPTER FOUR

AREA 4: ELK GROVE - GALT

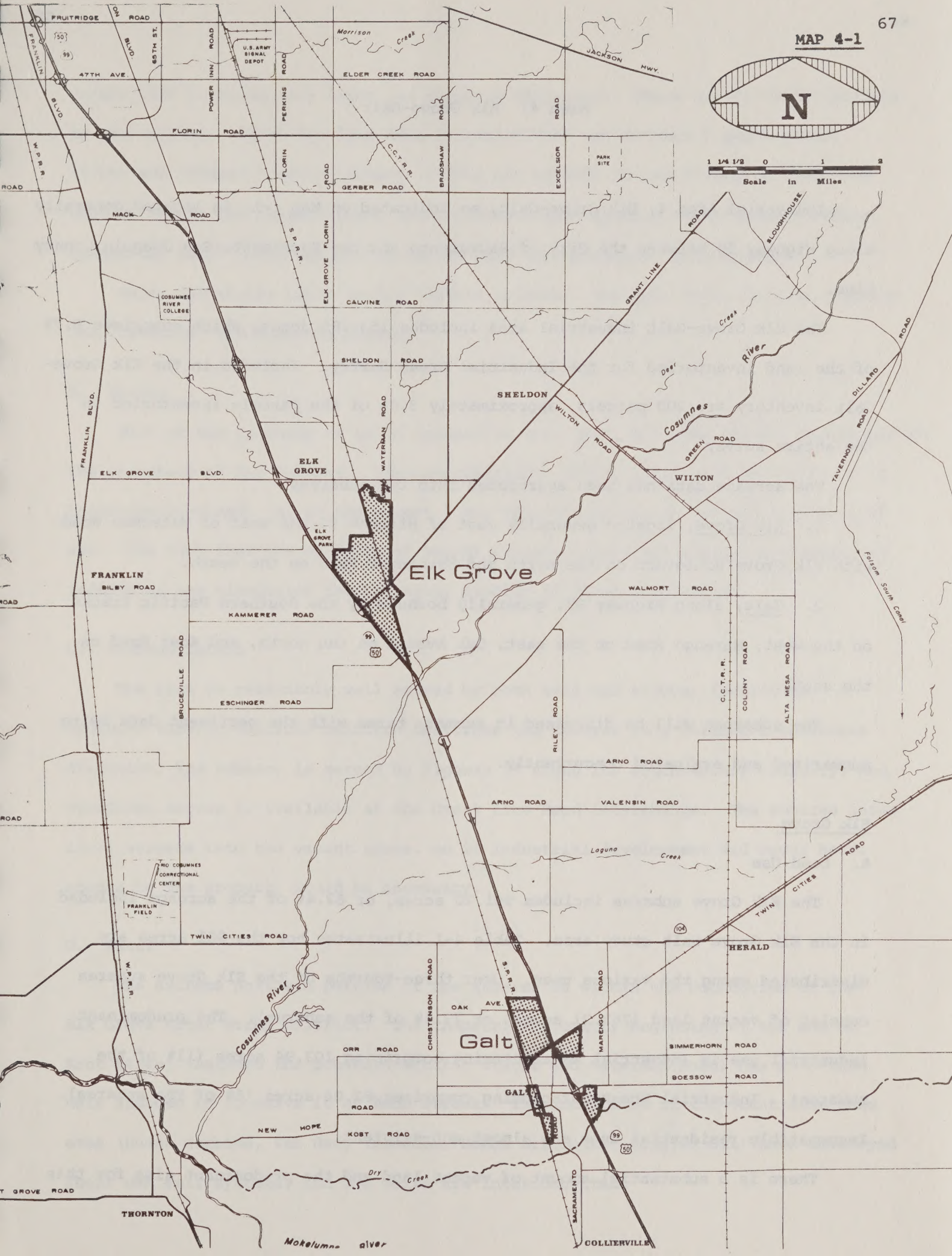
Subareas

A. Elk Grove

B. Galt



1 1/4 1/2 0 1 2
Scale in Miles



Area 4: Elk Grove-Galt

Introduction:

Industrial Area 4, Elk Grove-Galt, as indicated on Map 4-1, is located generally along Highway 99 between the City of Sacramento and the Sacramento-San Joaquin County Line.

The Elk Grove-Galt industrial area includes 1539.95 acres, which comprises 6.7% of the land inventoried for the Industrial Areas Survey. Included in the Elk Grove-Galt inventory are 200 parcels, approximately 3.4% of the parcels inventoried in the entire survey.

The acreage data has been aggregated into two subareas:

1. Elk Grove, located generally east of Highway 99 and west of Waterman Road with Elk Grove Boulevard on the north and Eschinger Road on the south.
2. Galt, along Highway 99, generally bounded by the Southern Pacific tracks on the west, Marengo Road on the east, Oak Avenue on the north, and Kost Road on the south.

The subareas will be discussed in summary terms with the pertinent data being summarized and evaluated concurrently.

Elk Grove

A. Land Use

The Elk Grove subarea includes 961.20 acres, or 62.4% of the acreage included in the Elk Grove-Galt study area. Table 4-1 illustrates how the 961 acres are distributed among the various uses. Over three-fourths of the Elk Grove subarea consist of vacant land (763.21 acres, or 79.4% of the subarea). The predominant industrial use is Industrial Manufacturing comprising 103.94 acres (11% of the subarea). Industrial Non-Manufacturing comprises 62.04 acres (6% of the subarea). Incompatible residential uses are almost non-existent.

There is a substantial amount of vacant land and the predominant size for this

vacant land is relatively large, as shown on Table 4-2. There are 33 vacant parcels in the subarea: 2(6%) are less than 1 acre; 8(24%) are between 1 and 5 acres; 7(21%) are between 5 and 10 acres; 13(39%) are between 10 and 50 acres; 3(9%) are over 50 acres, the largest being 172.10 acres. Consequently, this subarea offers industrial users large amounts of vacant land for industrial development.

Major industrial users in the subarea include: Van Gas, Union Carbide, Douglas Oil, Transcom, and Hobbs Briquette.

B. Zoning

Most of the property is in an industrial zone (M-1, M-2, and M-2(F)) located along the periphery of the subarea. More specifically, 867.31 acres (90% of the area) is industrially-zoned. As to the vacant land, 88% (670 acres) is zoned for industrial use. The fact that the majority of vacant parcels within the subarea are zoned for industrial use eliminates the potential problem of rezoning hearings.

C. Transportation

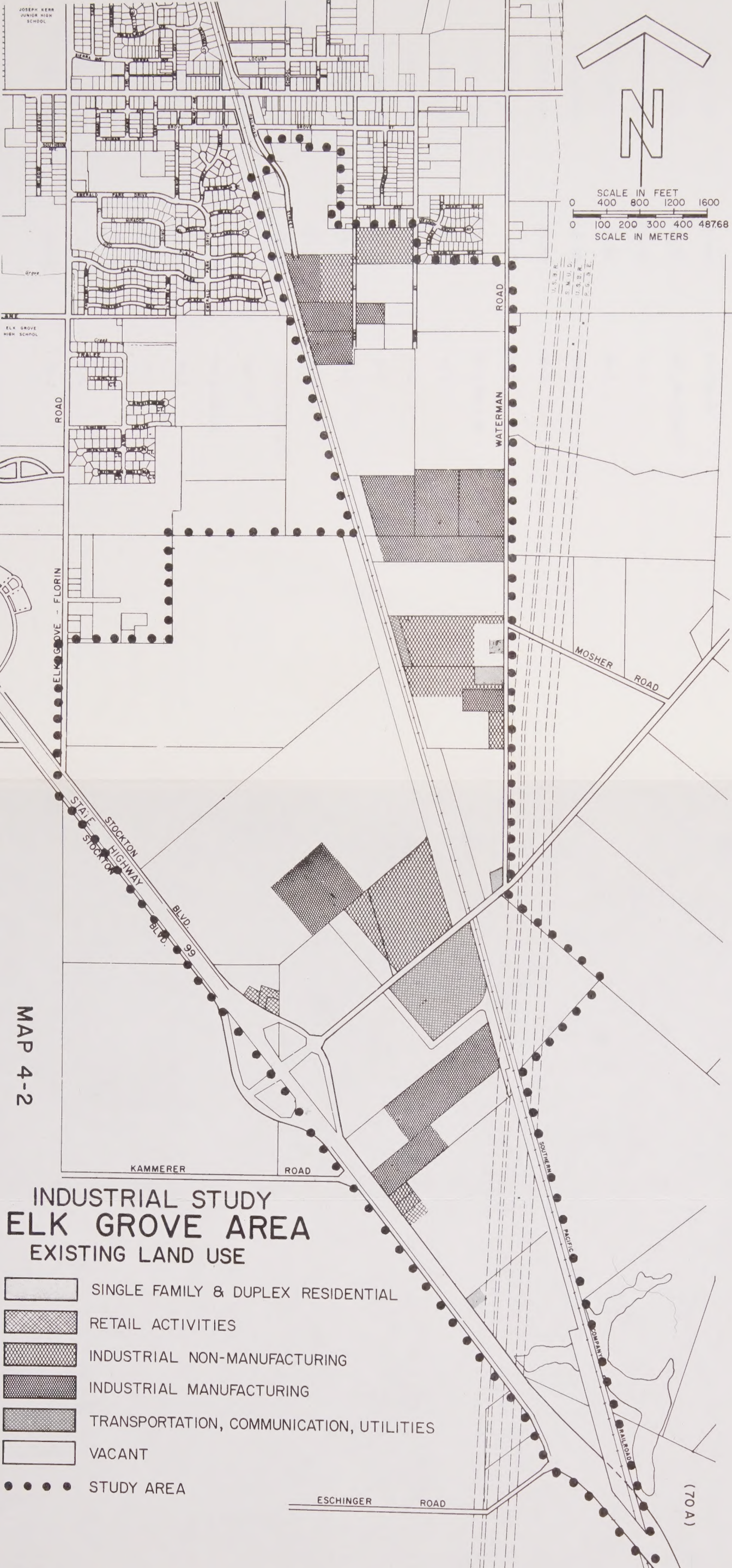
The area is reasonably well served by both rail and highway facilities. A Southern Pacific Railroad mainline traverses the subarea in a northwest-southeast direction. The subarea is served by Highway 99 along its southwestern boundary, and excellent access is available at the Grant Line Road interchange. The subarea lacks local streets into the vacant areas, so if industrial development did occur here, access to the property would be necessary.

D. Water

The extreme northern portion of the subarea is within the boundaries of the Elk Grove Water Works District. The industrial property beginning at the end of Kent Street (between the Southern Pacific tracks and Waterman Road) has an 8-inch main stubbed in to serve it at Webb Street. The industries in the Grant Line Road area (Union Carbide, Van Gas, Transcom, Hobbs Briquette, Douglas Oil) have developed their own well systems, and the wells are interconnected.

E. Summary

In summary, this subarea offers potential for new industry. It has large amounts of vacant, industrially-zoned land, excellent rail and freeway access, reasonably close water lines, and almost no incompatible uses. The primary deterrent is that this subarea is located quite a distance from the City of Sacramento labor force.



VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
134-05-28	7.76	M-1	
134-05-34	19.84	M-1/M-1(F)/R-1-A	
134-05-38	17.49	M-1/A-2	
134-10-24	56.29	M-1/M-2/A-2	
134-10-25	12.42	M-2	
134-18-17	22.42	M-2	
134-18-25	12.88	M-2	
134-18-26	18.67	M-2	
134-18-53	5.05	M-2	
134-18-57	172.10	M-2/R-1-B	
134-18-58	49.79	M-2	
134-18-61	135.30	M-2	*
134-18-70	26.10	M-2	
134-18-71	5.30	M-2	
134-18-74	10.94	M-2	
134-19-14	37.50	M-2(F)/A-2(F)	
134-22-11	5.00	AG-20	
134-22-27	32.79	M-2/AG-20	*
134-22-39	5.20	M-2	
134-22-41	32.45	M-2	
134-22-42	6.80	M-2	*
134-22-47	5.01	M-2	
134-22-48	48.92	M-2	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 4-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	670.32	92.89	763.21
Industrial Non-Mfg.	62.04	0	62.04
Industrial Manufacturing	103.94	0	103.94
Transportation Communications Utilities	23.37	0	23.37
Residential	4.19	1.00	5.19
Other	3.45	0	3.45
TOTAL	867.31	92.89	961.20

TABLE 4-2

EXISTING
ZONING (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	2	8	7	13	3	33
Industrial Non-Mfg.	0	5	2	2	0	9
Industrial Manufacturing	0	5	2	5	0	12
Transportation Communications Utilities	0	1	0	1	0	2
Residential	0	4	0	0	0	4
Other	2	2	0	0	0	4
TOTAL	4	25	11	21	3	64

Galt

A. Land Use

The Galt subarea includes 578.75 acres, or 37.6% of the acreage included in the Elk Grove-Galt Study area. Table 4-3 illustrates how the 579 acres are distributed among the various uses. Three-fourths of the Galt subarea consists of vacant land (436.57 acres, or 75.4% of the subarea). Industrial Non-Manufacturing uses comprising 31.63 acres, or 5% of the subarea. Industrial Manufacturing comprises 17.58 acres, or 3% of the subarea. A large portion of land is committed to incompatible residential uses (77.29 acres, or 13% of the subarea).

There is substantial amount of vacant land available and the predominant parcel size is relatively large, as shown on Table 4-4. There are 62 vacant parcels: 15(24%) are less than 1 acre; 19(30%) are between 1 and 5 acres; 16(25%) are between 5 and 10 acres; 12(19%) are between 10 and 50 acres, the largest being 39.29 acres. Consequently, this subarea offers industrial users relatively large amounts of vacant land.

Major industrial users in the subarea include: Galt Pipe Co., BMD Distribution Construction Company, Hess Plastics and Diamond Lumber.

B. Zoning

Approximately half the property in the subarea is in an industrial zone, primarily M-1. There are fairly significant amounts of land in commercial and residential zones scattered throughout the subarea. Specifically, 313.57 acres (54% of the area) is industrially-zoned. As to vacant land, 56% (247 acres) is zoned for industrial use. Since only half of the vacant parcels are in an industrial zone, rezoning hearings for industries interested in the non-industrially zoned vacant land could prove a deterrent.

The area is reasonably well served by both rail and highway facilities. A Southern Pacific Railroad mainline traverses the subarea in a northwest-southeast direction. The subarea is served by Highway 99, with access at the Amador Avenue

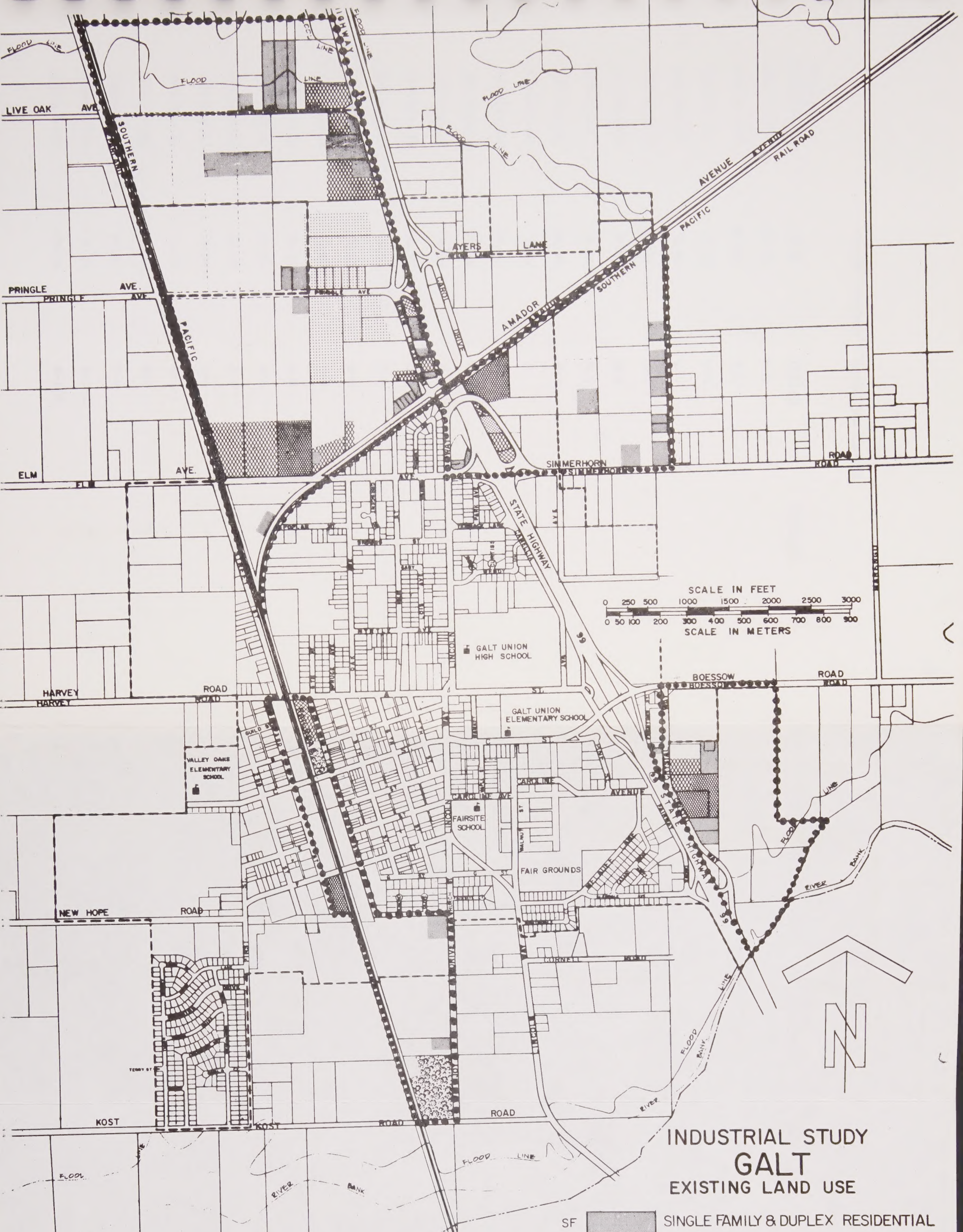
and Boessow Road interchanges. The subarea lacks local streets into the vacant areas, and those existing local streets would require improvement to serve new industry.

C. Water

The City of Galt provides water to that portion of the subarea located within the city limits. A 10-inch main runs east on Elm Avenue and northeast on Amador Avenue; two 820-foot deep wells with 100-hp pumps provide the water to this main. Beyond the second pump on Amador, the main drops to 8 inches. In case of need, the City could increase the size of the 10-inch main to 15 inches for its full length.

D. Summary

The greatest deterrent to industrial location in the vicinity of Galt is the distance from the City of Sacramento labor force and services.



INDUSTRIAL STUDY GALT EXISTING LAND USE

- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MF MULTIPLE FAMILY RESIDENTIAL
- MH MOBILEHOME / TRAILER PARK
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- R RETAIL ACTIVITIES
- OS PUBLIC & QUASI PUBLIC OPEN SPACE
- VACANT
- STUDY AREA

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
150-011-02	11.70	M-1	
150-011-03	30.00	M-1	
150-011-05	9.30	M-1	
150-011-12	7.29	C	*
150-011-13	39.29	R-1	*
150-011-19	6.65	M-1	
150-011-21	8.98	M-1	
150-011-22	36.19	M-1	
150-011-23	5.00	C	*
150-041-02	18.37	C-M	
150-041-11	10.00	C-M	
150-041-12	9.00	C-M	*
150-041-30	8.96	C-R	
150-042-15	5.00	C-M	
150-042-16	5.01	C-M	
150-042-23	6.80	C-M	
150-042-24	22.00	A-5	*
150-042-25	19.41	A-5	*
150-042-26	13.00	A-5	
150-051-02	5.69	C-M	*
150-092-01	9.08	A-1-A	
150-092-15	12.58	H-C	
150-092-16	37.33	C-M	
150-101-40	9.37	R-1-C	*
150-101-41	10.22	A-1-A	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 4-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	246.76	189.81	436.57
Industrial Non-Mfg.	23.96	7.67	31.63
Industrial Manufacturing	17.58	0	17.58
Transportation Communications Utilities	4.51	0	4.51
Residential	18.65	58.64	77.29
Other	2.11	9.06	11.17
TOTAL	313.57	265.18	578.75

TABLE 4-4

NUMBER OF PARCELS

PARCEL SIZE (Ac)

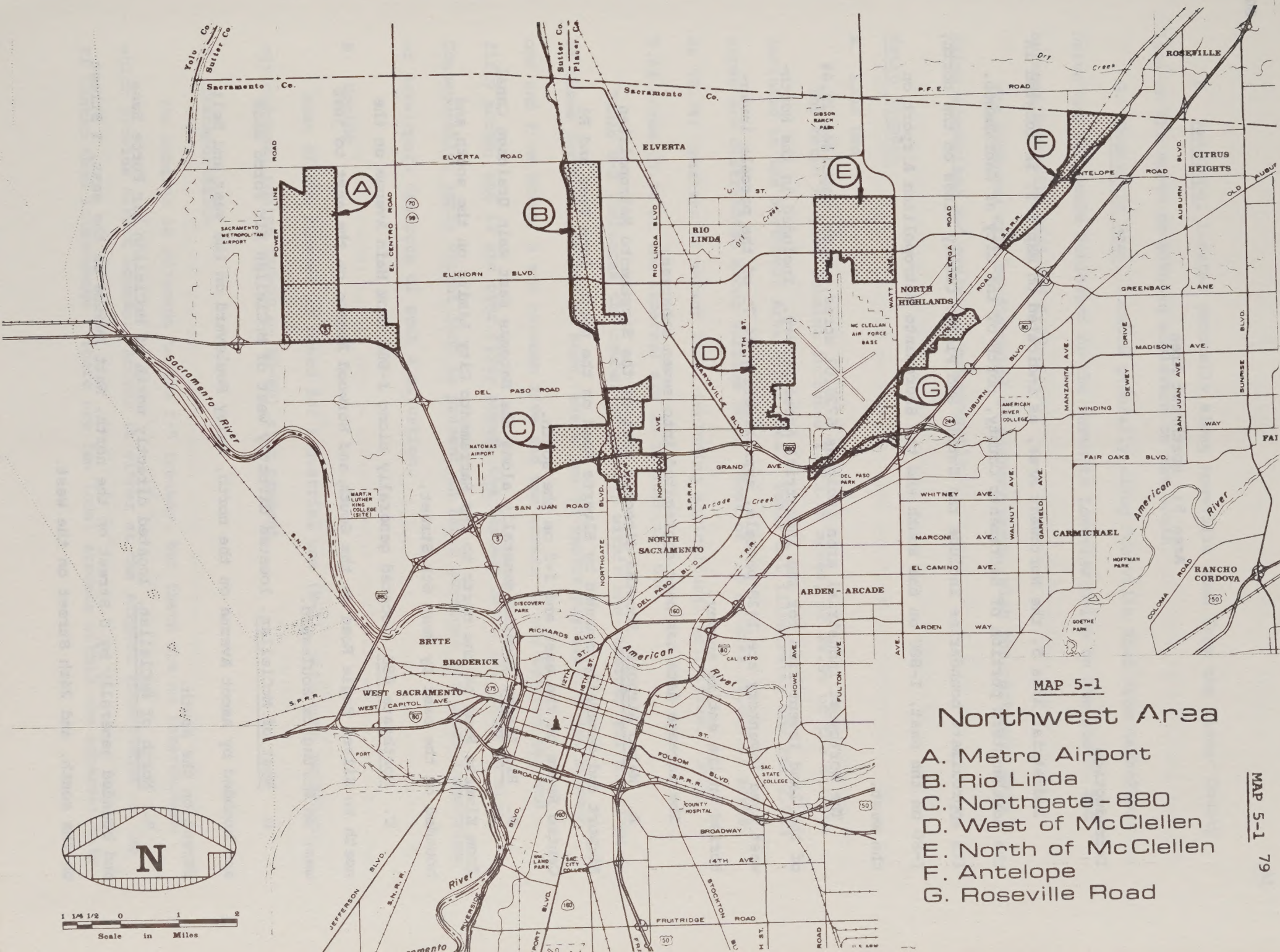
	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	Total
Vacant	15	19	16	12	0	62
Industrial Non-Mfg.	1	8	3	0	0	12
Industrial Manufacturing	0	3	2	0	0	5
Transportation Communications Utilities	2	2	0	0	0	4
Residential	25	19	1	1	0	46
Other	6	0	1	0	0	7
TOTAL	49	51	23	13	0	136

CHAPTER FIVE

AREA 5: NORTHWEST AREA

Subareas:

- A. Metro Airport
- B. Rio Linda
- C. Northgate - 880
- D. West of McClellan
- E. North of McClellan
- F. Antelope
- G. Roseville Road



MAP 5-1

Northwest Area

- A. Metro Airport
- B. Rio Linda
- C. Northgate - 880
- D. West of McClellan
- E. North of McClellan
- F. Antelope
- G. Roseville Road



1 1/4 1/2 0 1 2
Scale in Miles

Area 5: Northwest Area

Introduction

Industrial Area 5, the Northwest Area, as indicated on Map 5-1, is located in the northwestern portion of Sacramento County, north of the City of Sacramento. Its approximate boundaries include the Sutter and Placer County lines on the north, I-80 on the east, I-880 on the south and the Sacramento Metropolitan Airport on the west.

The Northwest industrial area includes 6725.01 acres, which comprises 29.4% of the land inventoried for the Industrial Areas Survey. Included in the Northwest Area inventory are 1438 parcels, approximately 24.7% of the parcels inventoried in the entire survey.

The acreage data has been aggregated into seven subareas:

A. Metro Airport, located directly east of the Sacramento Metropolitan Airport and generally bounded by Elverta Road on the north, Lone Tree and El Centro Roads on the east, and I-5 on the south.

B. Rio Linda, located generally along the Natomas East Main Drainage Canal from Elverta Road on the north to the Sacramento City Limits on the south, and bounded on the east by West 6th Street.

C. Northgate 880, located generally along I-880 from Main Avenue on the north to Silver Eagle Road on the South, and Norwood Avenue on the east to just west on Northgate Boulevard.

D. West of McClellan, located directly west of McClellan Air Force Base and bounded by Ascot Avenue on the north, Raley Boulevard on the west, and Bell Street on the south.

E. North of McClellan, located directly north of McClellan Air Force Base and bounded generally by U Street on the north, Watt Avenue on the east, I Street on the south, and 24th Street on the west.

F. Antelope, located generally along Roseville Road from the Placer County line on the north to Elkhorn Boulevard on the south.

G. Roseville Road, located generally along Roseville Road from Oakhollow Drive and Hillsdale Boulevard on the north to Longview Drive on the south, and between Roseville Road and I-80.

The subareas will be discussed in summary terms, with the pertinent data being summarized and evaluated concurrently.

Metro Airport

A. Land Use

The Metro Airport subarea includes 2,013.26 acres, or 29.9% of the acreage included in the Northwest Area study area. Table 5-1 illustrates how the 2,013 acres are distributed among various uses. Most of the subarea (2,007.51 acres, or 99.7%) consists of vacant land, including agricultural activities. Only 5.64 acres (0.3% of the subarea) are in residential use.

Table 5-2 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen, there are 53 vacant parcels: 6 are between one and five acres; 3 are between five and ten acres; 32 are between ten and fifty acres; and 12 are over fifty acres, the largest being 175 acres in size. Consequently, ample vacant land is present in large acreages for those industries or developers desirous of such a situation.

B. Zoning

Most of the subarea is zoned for industrial use (M-1), with some permanent agricultural zoning (AG-20 or AG-80) also present.

C. Transportation

The subarea is adjacent to the I-5 freeway, but there are no interchanges which provide direct access. Access is either at the Airport interchange or the El Centro Road interchange. There are few local streets within the subarea; only

Elkhorn Boulevard is constructed to adequate width to serve extensive industrial development.

Rail service is not available. The Western Pacific main line is three miles to the east, across agricultural land. Extension of a spur line to serve the airport industrial area would require bridging the Natomas East Main Drainage Canal, importing of fill for the roadbed, grade separations at one or more streets or highways, and bridges or culverts over several irrigation/drainage canals. Costs for such extension would run into millions of dollars. The prospect for a reasonable return on such an investment is remote unless an auto assembly plant or a major rail shipper of similar magnitude were to be served, according to the Western Pacific's Industrial Development Planning Division.

D. Sewer

No sanitary sewer facilities are available.

E. Water

There is no public water system in the area.

F. Fire Protection

Fire protection is provided by the Natomas Fire Protection District. The district presently has three pumper trucks with 500, 750, and 800 gpm capacities. The district's one station is located on West Elkhorn Boulevard between the airport and the Sacramento River; consequently, access to the industrial area requires travelling around the airport, either to the north or the south. The area has an ISO rating of 9.

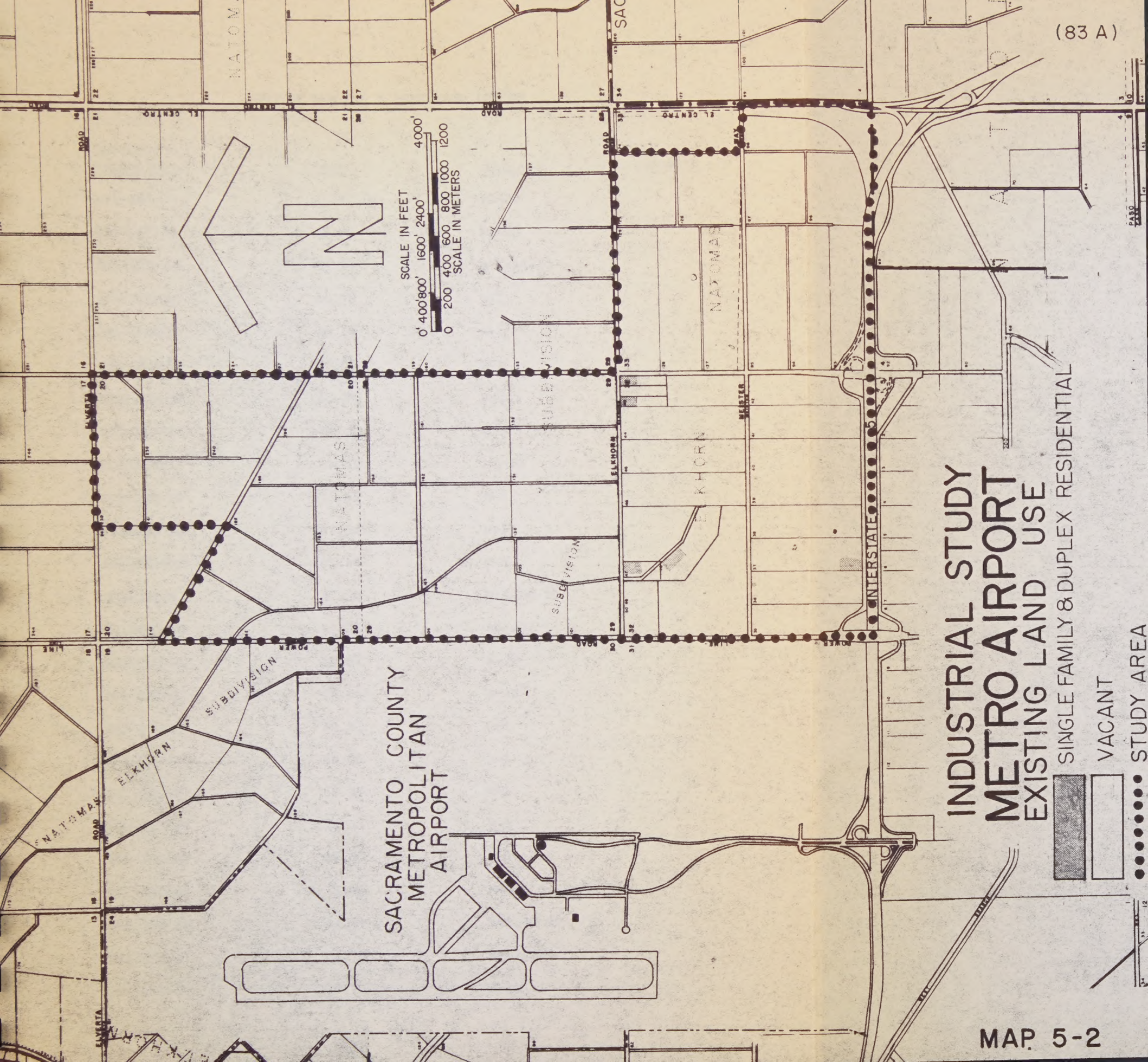
G. Soils

"Based upon limited records, it is indicated that the surface soils are predominantly clayey silts and silty sands underlain by interbedded silts, sands and clays. The area is characterized by relatively low bearing capacity

and a general groundwater table which can exist within five or less feet of the ground surface. The surface soils are not highly expansive materials, thus, severe problems from swelling clays are not anticipated. Light commercial structures can probably be supported upon shallow spread foundations; however, heavier structures would require deeper foundations extending to depths of 15 to 20 or more feet below grade. Areas in cultivation would require surface recompaction within the disturbed zones prior to development." (Lowry & Associates, "Summary of Soil Conditions," page 1.)

H. Summary

The airport industrial area does not appear to have much potential for industrial development at the present time. The area lacks public sewer and water systems, rail service, and an adequate internal circulation system. The only attractions of the area are the proximity to the Metro Airport and the presence of large, undeveloped parcels.



INDUSTRIAL STUDY METRO AIRPORT EXISTING LAND USE

SINGLE FAMILY & DUPLEX RESIDENTIAL

VACANT

STUDY AREA

SACRAMENTO COUNTY
METROPOLITAN
AIRPORT

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
201-292-02	79.13	A-10	
201-292-03	5.88	A-10	*
201-292-04	54.57	A-10	*
201-292-05	41.05	A-10	
201-292-07	41.15	A-10	
201-292-08	41.23	A-10	
201-292-12	25.63	A-10	
201-292-13	30.04	A-10	
201-292-15	35.70	A-10	
201-292-16	71.40	A-10	
201-292-17	35.70	A-10	
201-292-18	34.11	A-10	*
201-292-19	35.70	A-10	
201-292-20	17.25	A-10	
201-292-21	9.50	A-10	
201-300-09	40.91	A-10	
201-300-44	37.59	A-10	
201-300-49	8.96	A-10	
201-300-63	50.29	A-10	
201-300-64	50.13	A-10	
201-300-65	34.52	A-10	
201-300-66	20.00	A-10	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	920.69	1086.82	2007.51
Industrial Non-Mfg.	.00	.00	.00
Industrial Manufacturing	.00	.00	.00
Transportation Communications Utilities	.00	.11	.11
Residential	.00	5.64	5.64
Other	.00	.00	.00
TOTAL	920.69	1092.57	2013.26

TABLE 5-2

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	0	6	3	32	12	53
Industrial Non-Mfg.	0	0	0	0	0	0
Industrial Manufacturing	0	0	0	0	0	0
Transportation Communications Utilities	1	0	0	0	0	1
Residential	1	4	0	0	0	5
Other	0	0	0	0	0	0
TOTAL	2	10	3	32	12	59

Rio Linda

A. Land Use

The Rio Linda subarea includes 967.87 acres, or 14.4% of the acreage included in the Northwest Area study area. Table 5-3 illustrates how the 968 acres are distributed among the various uses. A large portion of the Rio Linda subarea consists of vacant land (806.49 acres, or 83% of the subarea). Approximately 62 acres (6.4% of the subarea) are devoted to industrial uses, including Rio Linda Foods (E Street), John Taylor Fertilizers (Elkhorn Boulevard), and numerous auto wrecking yards (West 6th Street, Straugh Road). Residential uses comprise 86.04 acres, only 8.8% of the subarea.

Table 5-4 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen, there are 76 vacant parcels: 4 are smaller than one acre in size; 34 are between one and five acres; 16 are between five and ten acres; 16 are between ten and fifty acres; and 6 are over fifty acres, the largest being 98 acres.

In general, then, the existing land use pattern is compatible with industrial development.

B. Zoning

Approximately 61% of the area is industrially-zoned (M-1 and M-2). The balance of the area is in various agricultural zones, predominantly A-2. Sixty-three percent of the vacant land (509.71 acres) is zoned for industrial use.

C. Transportation

The subarea is located quite far from freeway access. Interstate 880 is approximately three to five miles south of the subarea, but no adequate north-south arterial connects the two. Interstate 80 is approximately eight to ten miles to the east; Elkhorn Boulevard is the primary east-west arterial

serving the subarea. Other than Elkhorn Boulevard, local streets are quite narrow and unsuited to industrial traffic volumes. Rail service is possible as the Western Pacific Railroad line generally bisects the area on a north-south axis.

D. Sewer

There is no public sewer system presently serving the area.

E. Water

The subarea is proximate to the Rio Linda County Water District, but only a small portion along Elkhorn Boulevard is presently within the District. Eight-inch transmission mains are now installed only on Elkhorn Boulevard crossing West 6th Street into the subarea. The District has the policy that it will install wells at its cost when demand is proven; it will install transmission lines upon demand, at the cost of the customer. Presently the District has eight wells operating. Whenever a request is made and sufficient demand is shown, well #9 would be installed in the northeast corner of the newly annexed area where the asphalt batch plant is now located on Elkhorn Boulevard. Well #9 is expected to be equipped at least with a 60-hp pump and would produce an average daily pumping capacity of 1,540,000 gallons (or about 1,100 gpm), at about 40-55 psi.

F. Fire Protection

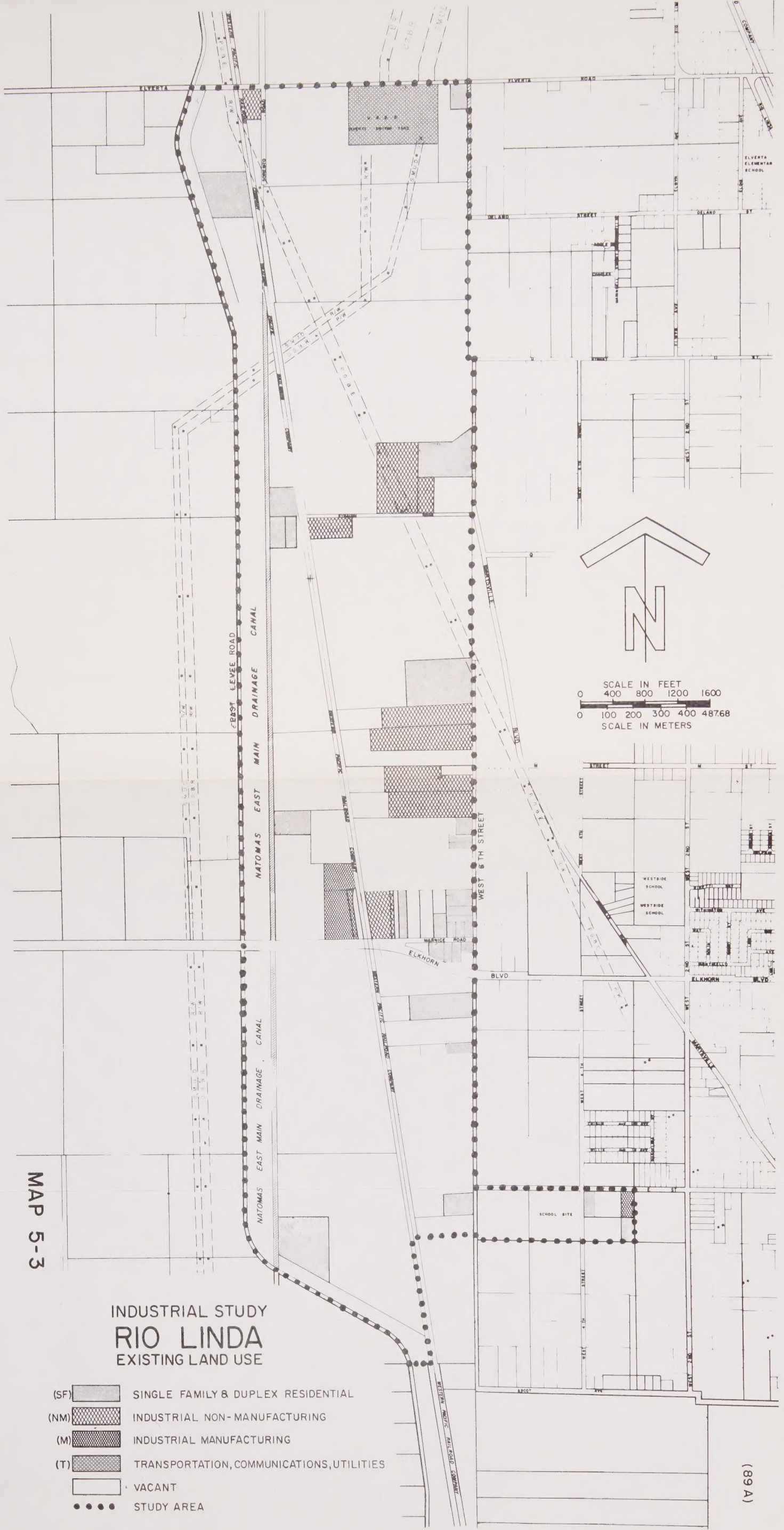
Portions of the subarea are within the Rio Linda and Natomas Fire Districts. The ISO rating is 9. A portion of the subarea (north of Straugh Road) is not within a fire district.

G. Drainage

Much of the subarea is subject to flooding from the Natomas East Main Drainage Canal. Additional pumping to evacuate local storm waters will be necessary for developing all of this area.

H. Summary

Although this subarea includes several hundred acres of vacant land, its industrial potential at the present time is quite limited; lack of adequate internal streets, distance from and lack of direct access to free-ways, and flooding potential make it unlikely that industry serving other than local needs will locate here in the near future.



MAP 5-3

INDUSTRIAL STUDY
RIO LINDA
EXISTING LAND USE

- (SF) SINGLE FAMILY & DUPLEX RESIDENTIAL
- (NM) INDUSTRIAL NON-MANUFACTURING
- (M) INDUSTRIAL MANUFACTURING
- (T) TRANSPORTATION, COMMUNICATIONS, UTILITIES
- VACANT
- STUDY AREA

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
201-190-05	23.04	A-2/F	*
202-090-01	56.51	A-10	*
202-090-02	8.15	A-10	*
202-090-04	6.79	A-2	*
202-090-06	7.50	M-2	
202-090-08	5.00	M-2	
202-090-12	70.22	M-2	
202-090-15	5.67	M-2	*
202-090-18	91.30	M-2	
202-090-19	9.78	M-2	
202-090-20	9.78	M-2	
206-080-03	27.00	M-2	
206-080-06	98.18	M-2	*
206-191-01	21.30	M-2	
206-191-10	17.29	M-2	*
206-191-11	7.00	M-2	
206-192-01	11.40	M-2	
206-192-30	11.56	M-1	
206-192-31	15.44	M-1	
214-010-05	7.82	A-2	
214-010-07	12.29	A-2	*
214-010-13	55.87	A-10	*
214-010-18	10.00	A-2	
214-010-19	10.00	A-2	
214-010-25	5.19	A-2	

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
214-010-28	9.06	M-1	
214-181-01	10.20	A-2	
214-181-02	10.00	A-2	
214-191-23	5.49	A-2	
214-192-02	9.00	A-2	*

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	509.71	296.78	806.49
Industrial Non-Mfg.	49.06	1.50	50.56
Industrial Manufacturing	11.29	.00	11.29
Transportation Communications Utilities	.00	13.49	13.49
Residential	23.81	62.23	86.04
Other	.00	.00	.00
TOTAL	593.87	374.00	967.87

TABLE 5-4

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	4	34	16	16	6	76
Industrial Non-Mfg.	0	4	5	1	0	10
Industrial Manufacturing	0	1	1	0	0	2
Transportation Communications Utilities	0	0	0	1	0	1
Residential	23	33	4	0	0	60
Other	0	0	0	0	0	0
TOTAL	27	72	26	18	6	149

Northgate 880

A. Land Use

The Northgate 880 subarea includes 945.81 acres, or 14.1% of the acreage included in the Northwest Area study area. Table 5-5 illustrates how the 946 acres are distributed among the various uses. Most of the Northgate 880 subarea consists of vacant land (862.67 acres, or 91% of the subarea). Only approximately 41 acres (4.4% of the subarea) are devoted to industrial uses; these are predominantly located within the Northgate 880 Industrial Park, which is located northwest of the Northgate Boulevard interchange. Residential uses comprise 32.25 acres, only 3.4% of the subarea. A recorded subdivision of residential-size lots is located east of the Natomas East Main Drainage Canal and south of Main Avenue; streets, sidewalks, and street lights are installed, but no houses have ever been constructed.

Table 5-6 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen there are 296 vacant parcels: 213 are smaller than one acre in size (these lots are predominantly located in the undeveloped subdivision mentioned above); 45 are between one and five acres; 21 are between five and ten acres; 14 are between ten and fifty acres; and 3 are over fifty acres, the largest being 140 acres.

In general, then, the existing land use pattern is compatible with industrial development.

B. Zoning

Approximately 29% of the area is industrially-zoned (M-1 and M1-S). The balance of the area is in various residential, agricultural, or commercial zones. Twenty-six percent of the vacant land (224.99 acres) is zoned for industrial use.

C. Transportation

The subarea is located adjacent to I-880, with interchanges at Northgate

Boulevard and Norwood Avenue. Much of the vacant land is not served by local streets.

The Western Pacific Railroad mainline crosses the subarea on a north-south axis, along the east side of the Natomas East Main Drainage Canal. The Northgate 880 Industrial Park is served by a team track located adjacent to the main line south of Main Avenue. It is estimated that the extension of a spur to the Northgate 880 Industrial Park property would cost \$1 million.

D. Sewer

Sewer lines are located in most streets east of the Natomas East Main Drainage Canal, within the Sacramento City limits. West of the drainage canal, sewer lines are located along portions of Northgate Boulevard and within the Northgate 880 Industrial Park. The extreme western portion of the subarea is within the Natomas Sanitation District.

E. Water

The subarea has good access to public water systems. A 12-inch main is located along Norwood Avenue; 8-inch mains are located along Northgate Boulevard, Main Avenue, Pell Drive, Bollenbacher Avenue, and Morrison Avenue. The Northgate 880 Water Maintenance District serves the Northgate 880 Industrial Park; 10-inch mains are located along the developed streets, and two interlocking pumps serve this unit with a daily available peak capacity of 3,600,000 gallons, maintaining a psi range of 40-60.

F. Fire Protection

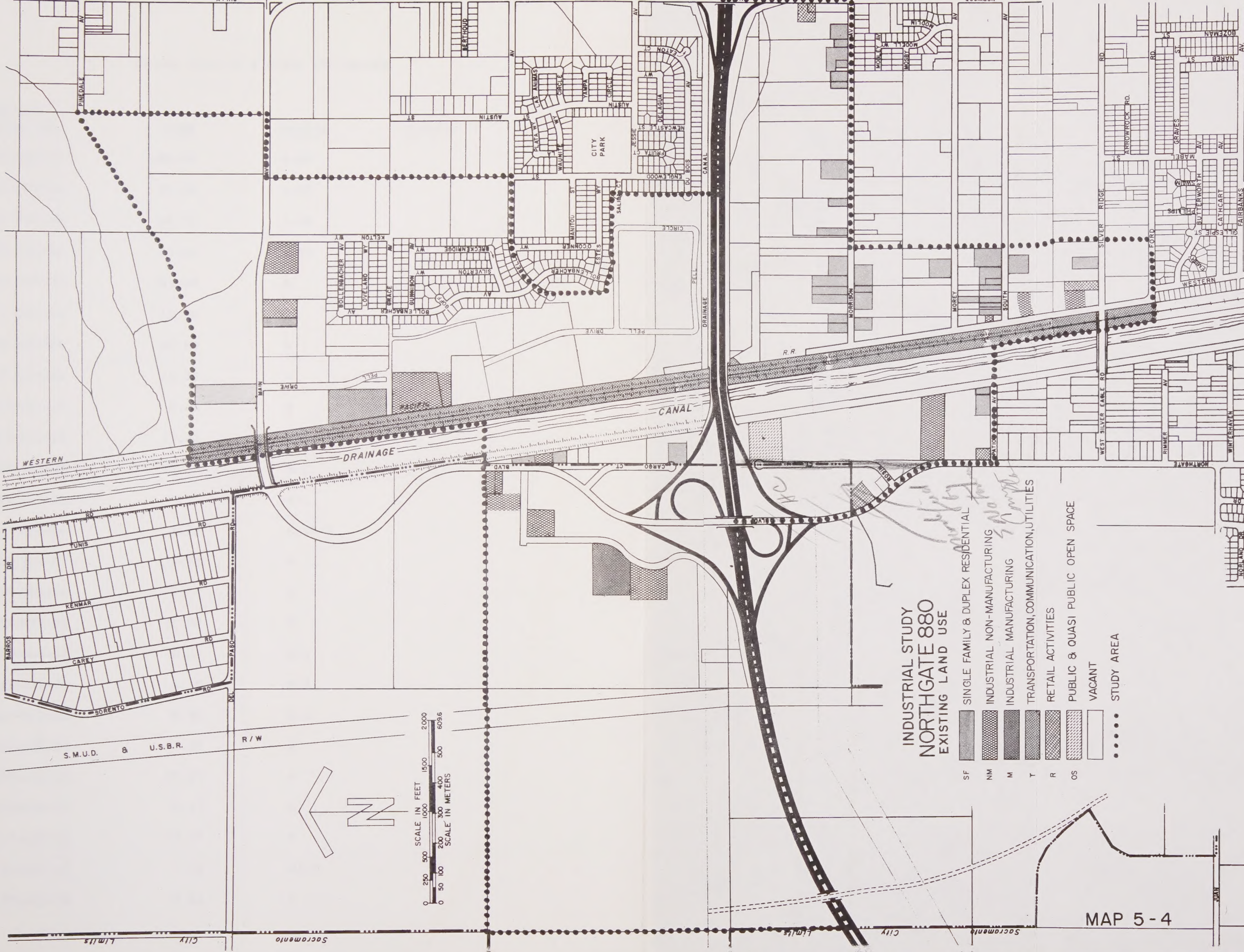
Fire protection is provided by the City of Sacramento and the Natomas Fire District. ISO ratings of 3 and 9 are applicable to various portions of the subarea. For that portion of the subarea served by the Natomas Fire District (generally east of Northgate Boulevard), the only fire station is located on West Elkhorn Boulevard, just off the Garden Highway--over ten miles from the served area.

G. Soils

"This is a transition area with the westerly portion exhibiting surface silts and clays of low to moderate plasticity, overlying medium-dense sands of moderate potential bearing capacity. The easterly portion exhibits 'hard-pan' subsurface soils," with generally high strength soils beneath the hard-pan. "Groundwater is generally deeper than 15 feet below grade. It is anticipated that the major portion of this area is suitable for medium to heavy industrial development, from the standpoint of soil conditions. Required foundation depths for support of heavy structural loads would tend to be shallower on the easterly side of the area." (Lowry and Associates, "Summary of Soil Conditions," pp. 1-2.)

H. Summary

This subarea has reasonably good potential for industrial users requiring immediate freeway access or rail access; users requiring both, however, may find the subarea less desirable. Freeway access is excellent at the Northgate Boulevard interchange, on the west side of the drainage canal; the rail line, however, is on the east side of the drainage canal, where freeway access is more difficult. Interested parties may wish to look at the possibility of assembling land adjacent to the south side of I-880, between the rail line and Norwood Avenue. This land consists of the back portion of deep residential lots fronting on Morrison Avenue, and additional parcels adjacent to the freeway. Sufficient room exists to construct a frontage road along the southside of the freeway, with access to the freeway at Norwood Avenue; to extend a rail spur onto the property from the west; and to provide sufficient landscaping to buffer a development and the freeway from the residences along Morrison Avenue. Such a project, however, would require rezoning the property, with ultimate approval necessary from the City Council.



MAP 5-4

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>SIZE</u>	<u>Zoning</u>	<u>Comments</u>
225-160-08	140.00	A-80	
225-160-09	20.00	A-80	
225-160-13	34.63	A-80	
225-160-16	23.06	A-80	
225-050-04	63.89	A	*
226-070-23	19.80	A	
226-070-24	19.80	A	
226-070-25	15.90	A	
237-011-12	5.68	A	
237-011-21	17.61	M-1	
237-011-23	95.13	M-1	
237-022-01	8.17	M-1	
237-022-06	7.35	M-IS-R	*
237-022-07	9.94	A	
237-022-18	7.27	A	
237-022-30	10.00	A	
237-022-32	8.41	M-1	
237-022-34	5.18	M-1	
237-022-35	8.88	M-1	*
237-031-14	7.42	A	
237-031-15	15.27	A	
237-031-19	8.37	A	
237-031-20	17.07	A	
237-031-22	7.04	M1-S	*
237-031-29	5.21	A	

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
237-031-31	19.36	A	
250-010-21	6.61	A-2	
250-010-44	11.82	M-1	
250-025-03	5.70	A	
250-025-25	15.30	A	
250-025-26	5.65	A	*
250-025-31	5.02	A	
250-351-12	7.06	A	
250-352-05	5.00	R-1	
250-360-03	9.13	A	*
250-360-09	20.67	M1-S	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-5

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	224.99	637.68	862.67
Industrial Non-Mfg.	35.62	.19	35.81
Industrial Manufacturing	5.61	.00	5.61
Transportation Communications Utilities	5.85	.00	5.85
Residential	6.49	25.76	32.25
Other	.87	2.75	3.62
TOTAL	279.43	666.38	945.81

TABLE 5-6

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	213	45	21	14	3	296
Industrial Non-Mfg.	4	10	2	0	0	16
Industrial Manufacturing	0	0	1	0	0	1
Transportation Communications Utilities	3	0	1	0	0	4
Residential	23	16	0	0	0	39
Other	3	1	0	0	0	4
TOTAL	246	72	25	14	3	360

West of McClellan

A. Land Use

The West of McClellan subarea includes 561.30 acres, or 8.3% of the acreage included the Northwest Area study area. Table 5-7 illustrates how the 561 acres are distributed among the various uses. Most of the subarea consists of vacant land (542.17 acres, or 96.6% of the subarea). Only 18.39 acres (3.3% of the subarea) are in residential use.

Table 5-8 indicates the number of parcels within the subarea, and the sizes of those parcels. As can be seen there are 71 vacant parcels: 8 are smaller than one acre in size; 36 are between one and five acres; 18 are between five and ten acres; 7 are between ten and fifty acres; and 2 are over fifty acres, the largest being 70 acres.

In general, then, the existing land use pattern is compatible with industrial development.

B. Zoning

There is no industrial zoning in this subarea at the present time. With the exception of some commercially-zoned property in the southwest corner of the subarea, all property is zoned A (Agricultural). Consequently, any proposed industrial development would necessitate hearings to rezone the affected property.

C. Transportation

The southernmost boundary of the subarea is approximately one-half mile from Interstate 880 freeway, with access possible at the Raley Boulevard interchange. The only through street serving the subarea is Raley Boulevard, a two-lane road along the western boundary. Few local streets have been constructed

into the area, as it is largely undeveloped.

There is no rail service to the subarea. A rail spur serves McClellan Air Force Base to the east, and the Western Pacific main line runs adjacent to the Natomas East Main Drainage Canal, approximately 2½ miles to the west.

D. Sewer

The subarea is not served by a public sewerage system. The nearest sewer lines are southeast of the study area, on Pinell Street and Bell Avenue (8-inch lines).

E. Water

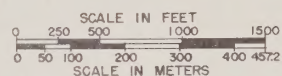
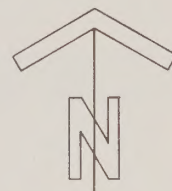
An 8-inch water line runs along Raley Boulevard as far north as Main Avenue, and along Main Avenue. The balance of the subarea is not presently served by a public water system.

F. Fire Protection

Fire protection is provided by the City of Sacramento. Most of the subarea has an ISO rating of 9. That portion of the subarea served by a public water system has an ISO rating of 3.

G. Summary

While this subarea has a great deal of vacant land, the lack of suitable infrastructure limits its immediate potential for industrial development. The widening of Raley Boulevard would improve freeway access for industrial-type vehicles, but the lack of rail service is still a deterrent to industrial development.



INDUSTRIAL STUDY
WEST OF McCLELLAN
EXISTING LAND USE

-  SINGLE FAMILY & DUPLEX RESIDENTIAL
 RETAIL ACTIVITIES
 VACANT
 STUDY AREA

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
215-241-08	10.00	A	
215-241-09	61.22	A	
215-241-11	5.00	A	
215-242-05	40.00	A	
215-243-05	30.00	A	
215-243-06	7.50	A	
215-244-09	5.00	A	
215-244-10	35.00	A	
215-244-11	7.75	A	
215-244-13	5.00	A	
215-244-16	7.50	A	
215-244-18	7.50	A	
215-271-08	10.00	A	
215-271-09	70.00	A	
215-272-05	40.00	A	
215-273-01	8.00	A	*
215-273-12	8.00	A	
215-273-14	8.85	A	
215-273-16	9.70	A	
215-273-17	7.05	A	
215-273-20	8.00	A	
238-012-03	5.36	A	*
238-020-17	5.21	A	
238-020-18	35.02	A	

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
238-020-19	8.94	A	
238-030-07	9.14	A	
238-044-11	9.33	A	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-7

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	0	542.17	542.17
Industrial Non-Mfg.	0	.00	.00
Industrial Manufacturing	0	.00	.00
Transportation Communications Utilities	0	.00	.00
Residential	0	19.13	19.13
Other	0	.00	.00
TOTAL	0	561.30	561.30

TABLE 5-8

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	8	36	18	7	2	71
Industrial Non-Mfg.	1	5	0	0	0	6
Industrial Manufacturing	0	0	0	0	0	0
Transportation Communications Utilities	0	0	0	0	0	0
Residential	14	3	0	0	0	17
Other	1	0	0	0	0	1
TOTAL	24	44	18	7	2	95

North of McClellan

A. Land Use

The North of McClellan subarea includes 1171.97 acres, or 17.4% of the acreage included in the Northwest Area study area. Table 5-9 illustrates how the 1172 acres are distributed among various uses. Over half of the subarea (807.29 acres, or 68.9%) consists of vacant land, including agricultural activities. The predominant industrial use is Industrial non-manufacturing, comprising only 31.95 acres (2.7% of the subarea). A substantial amount of land (262.81 acres, or 22.4% of the subarea) is committed to incompatible residential uses.

Table 5-10 indicates the number of parcels within the subarea, and the size of these parcels. As can be seen, there are 279 vacant parcels: 35 (12.5%) are less than 1 acre; 200 (71.7%) are between 1 and 5 acres; 39 (13.9%) are between 5 and 10 acres; and 5 (1.8%) are between 10 and 50 acres, the largest being 10 acres. Consequently, even though a large amount of vacant land is available in the subarea, the generally small parcel size would be a constraint to any future industrial development.

B. Zoning

Most of the subarea is zoned for agricultural/residential uses (A-1-A, A-1-B, A-2-B), with some industrial zoning (M-1) and some commercial zoning (LC). Consequently, rezoning hearings would be necessary if the vacant properties were to be changed to industrial uses.

C. Transportation

The subarea's transportation network is inadequate to meet the needs of industrial users. There are no rail or freeway facilities available. As for local streets, although they are numerous, their width and condition is not suited to industrial-type traffic; Elkhorn Boulevard (only 2 lanes) and Watt

Avenue (4 lanes) are exceptions.

D. Sewer

The majority of the subarea is unserved by sewer facilities. It is bounded on the east by the County Sanitation District No. 6 which extends an 8-inch line into the southeastern corner of the subarea, along I Street almost to 34th Street. There are 6, 8 and 12-inch lines along various portions of Watt Avenue, adjacent to the subarea.

E. Water

The eastern portion of the subarea is served by the Arcade Water District, while the western portion is unserved. That portion from 32nd Street eastward is served by 8-inch mains.

F. Fire Protection

The subarea is served by the Rio Linda Fire District and has ISO ratings of 5 and 9. There is one fire station located in the subarea on the corner of 34th Street and Elkhorn Boulevard.

G. Summary

The North of McClellan subarea offers little potential for meaningful industrial development. Although much of the land is vacant, residences are located throughout the area, parcel sizes are generally small, and the transportation system is inadequate to serve industrial users of any size.



SCALE IN FEET
0 100 200 300 400 500 600 700
SCALE IN METERS
0 100 200 300 400 500 600 700



INDUSTRIAL STUDY NORTH OF Mc CLELLAN EXISTING LAND USE

- | | | | | | |
|------|--|--|------|--|---------------------------------|
| (SF) | | SINGLE FAMILY & DUPLEX RESIDENTIAL | (O) | | OFFICE ACTIVITIES |
| (NM) | | INDUSTRIAL NON-MANUFACTURING | (QP) | | PUBLIC & QUASI PUBLIC BUILDINGS |
| (M) | | INDUSTRIAL MANUFACTURING | | | VACANT |
| (T) | | TRANSPORTATION, COMMUNICATION, UTILITIES | | | |
| (R) | | RETAIL ACTIVITIES | | | |
- STUDY AREA

NOTE: ANY PARCEL /S/ HAVING A LETTER DESIGNATION OVER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES

SAMPLE



RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC BUILDINGS.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
208-012-01	7.45	A-1-B	
208-021-02	10.00	A-1-B	
208-022-01	6.09	M-1	*
208-022-02	10.00	A-1-B	
208-024-01	5.00	A-1-B	
208-032-20	5.00	A-1-B	
208-052-06	5.00	A-1-B	
208-071-01	6.36	A-2-B	*
208-071-05	9.00	A-2-B	*
208-071-08	10.00	M-1	
208-071-09	7.50	M-1	
208-071-11	9.00	A-2-B	*
208-072-01	5.73	A-2-B	*
208-072-05	6.00	A-2-B	
208-072-06	9.00	A-2-B	
208-072-10	6.00	M-1	
208-081-03	10.00	A-1-B	
208-084-04	6.63	A-1-B	*
208-091-04	9.00	A-1-B	*
208-091-09	9.00	A-2-B	*
208-101-01	9.00	A-1-B	*
208-103-01	5.74	M-1	*
208-104-04	9.82	A-1-B	
208-011-01	7.64	M-1	

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
208-011-02	5.00	M-1	
208-011-03	5.82	M-1	*
208-011-07	7.19	M-1	*
208-121-17	10.00	A-1-B	
208-121-18	5.00	A-1-B	
208-121-22	5.00	A-1-B	
208-122-01	6.88	A-1-B	
208-122-15	9.55	A-1-B	
208-122-31	7.43	A-1-B	*
208-132-08	5.00	A-1-A	
208-133-02	5.00	A-1-B	
208-133-06	5.00	GC	
208-141-09	7.50	A-1-B	
208-142-08	5.00	A-1-B	
208-152-11	5.00	A-1-A	
208-153-03	6.21	LC	
208-162-02	5.00	A-1-B	
208-162-05	7.27	A-1-B	
208-162-06	6.37	A-1-B	
208-162-12	9.14	LC	
208-172-01	5.00	A-1-B	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-9

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	143.93	663.36	807.29
Industrial Non-Mfg.	25.01	6.94	31.95
Industrial Manufacturing	9.30	.00	9.30
Transportation Communications Utilities	3.00	2.87	5.87
Residential	28.71	234.10	262.81
Other	23.72	31.03	54.75
TOTAL	233.67	938.30	1171.97

TABLE 5-10

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	35	200	39	5	0	279
Industrial Non-Mfg.	2	14	0	0	0	16
Industrial Manufacturing	1	3	0	0	0	4
Transportation Communications Utilities	2	2	0	0	0	4
Residential	101	148	0	1	0	250
OTHER	12	25	1	0	0	38
TOTAL	153	392	40	6	0	591

Antelope

A. Land Use

The Antelope subarea includes 558.67 acres, or 8.3% of the acreage included in the Northwest Area study area. Table 5-11 illustrates how the 558 acres are distributed among the various uses. Approximately half of the Antelope subarea consists of vacant land (306.33 acres, or 54.8% of the subarea). The predominant industrial uses are in the Industrial non-manufacturing category (primarily auto wrecking yards), and include 69.47 acres (12% of the subarea). No incompatible residential uses exist within the subarea.

Table 5-12 indicates the number of parcels within the subarea, and the size of those parcels. There are 17 vacant parcels: 2 (11.7%) are less than 1 acre; 1 (5.8%) is between 1 and 5 acres; 2 (11.7%) are between 5 and 10 acres; 11 (64.7%) are between 10 and 50 acres; 1 (5.8%) is over 50 acres in size (the largest vacant parcel in the subarea is 95.33 acres).

Major industrial uses in the subarea include: Southern Pacific Railroad Switching Yards, Los Angeles By-Products (recycling scrap metal), A & K Auto Parts (auto wrecking) and James Auto Wreckers.

B. Zoning

Most of the property in the subarea is zoned for industrial use (M-1 or M-2).

C. Transportation

Rail service is available. The Southern Pacific mainline runs in a northeast-southwest direction through the subarea; several spurs serve numerous parcels. A portion of the Southern Pacific Switch Yards are located in the subarea.

The subarea is less than 1 mile from I-80 with access at the Antelope Road interchange. As for local streets, Roseville Road, Antelope Road and North Antelope Road provide access into the subarea.

D. Sewer

No sanitary sewer facilities are available within the subarea. The Northeast County Sanitation District borders the subarea on its eastern side.

E. Water

The subarea is within the Citizens Utilities Company water district, but at present, water service is not available. There are eight and ten-inch lines immediately adjacent to the subarea along its eastern boundary (Roseville Road).

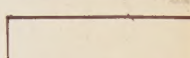
F. Fire Protection

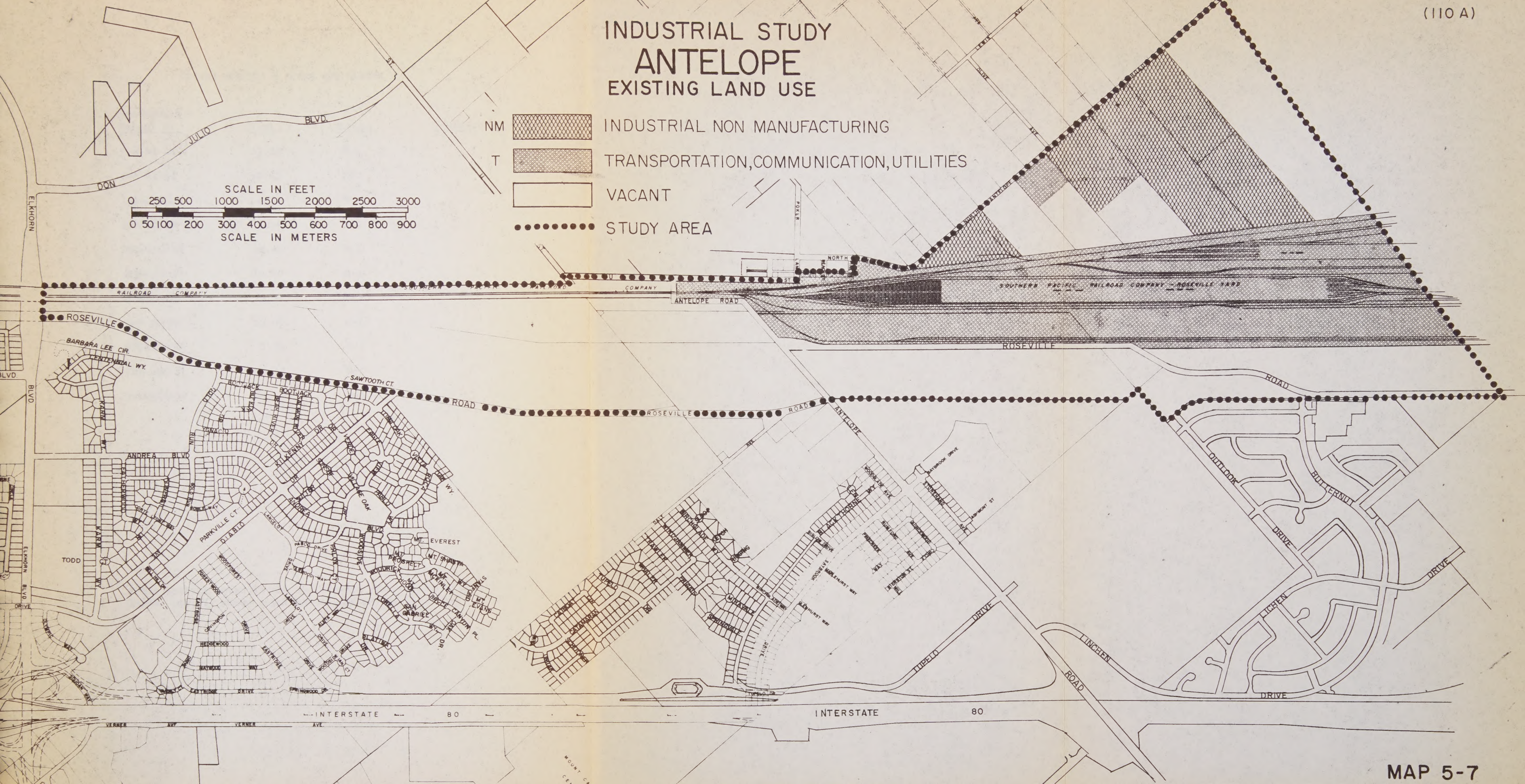
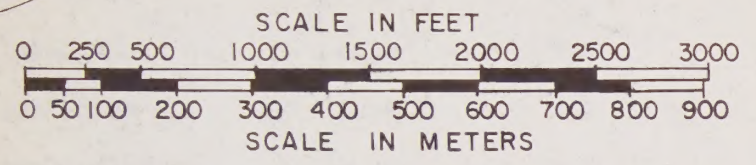
The subarea is served by the Citrus Heights Fire District and has an ISO rating of 9.

G. Summary

The Antelope subarea offers some potential for industrial development at the present. There is a substantial amount of vacant land which is industrially zoned, although a large portion is reserved for future Southern Pacific Railroad expansion. Rail service is excellent and freeway access is nearby, but utilities are not available in the immediate area.

INDUSTRIAL STUDY ANTELOPE EXISTING LAND USE

- NM  INDUSTRIAL NON MANUFACTURING
- T  TRANSPORTATION, COMMUNICATION, UTILITIES
-  VACANT
-  STUDY AREA



VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
203-24-01	31.31	M-2	
203-24-04	10.00	M-2	
203-24-06	8.50	M-2	*
203-24-09	11.05	M-2	*
209-102-05	26.49	M-1	
209-102-11	18.53	M-1	
209-11-08	22.00	M-1	
209-11-09	18.00	M-1	
222-024-08	5.30	M-1	
222-024-11	95.33	M-1	
222-024-12	24.40	M-1	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-11

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	272.45	33.88	306.33
Industrial Non-Mfg.	69.47	.00	69.47
Industrial Manufacturing	.00	.00	.00
Transportation Communications Utilities	179.72	3.15	182.87
Residential	.00	.00	.00
Other	.00	.00	.00
TOTAL	521.64	40.03	558.67

TABLE 5-12

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	2	1	2	11	1	17
Industrial Non-Mfg.	0	0	1	4	0	5
Industrial Manufacturing	0	0	0	0	0	0
Transportation Communications Utilities	0	4	4	5	0	13
Residential	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	2	6	7	20	1	35

Roseville Road

A. Land Use

The Roseville Road subarea includes 503.13 acres, or 7.5% of the acreage included in the Northwest study area. Table 5-13 illustrates how the 503 acres are distributed among the various uses. Over one-fourth of the Roseville Road subarea consists of vacant land (188.87 acres, or 37.5% of the subarea). The predominant industrial uses are Industrial non-manufacturing (primarily warehousing), comprising 90.13 acres (37.9% of the subarea). The amount of land committed to incompatible uses is almost non-existent at 6.62 acres, or 1.3% of the subarea.

Table 5-14 indicates that the predominant size of the vacant parcels is relatively small. There are 36 vacant parcels in the subarea: 10 (27.7%) are less than 1 acre; 15 (41.6%) are between 1 and 5 acres; 6 (16.6%) are between 5 and 10 acres; 5 (13.8%) are between 10 and 50 acres, the largest being 31.49 acres. Consequently, this subarea does not have a great deal to offer future industrial users requiring large parcels.

Major industrial uses in the subarea include: Georgia-Pacific Corporation, Goodyear Tire and Rubber Company, Wholesale, J.C. Penny Distribution Center, Coca-Cola Bottling Company of Sacramento, Red Ball Movers, Diamond Lumber and Building Materials, Sears Roebuck Service Department and San Jose Steel Company.

B. Zoning

Approximately 54% of the subarea (271 acres) is industrially-zoned (M-1 or M-2), with the balance of the subarea in various commercial or residential zones. As to the vacant land, 20% (38 acres) is zoned for industrial use. Any proposed industrial uses in much of this subarea, then, would necessitate hearings to rezone the affected property.

C. Transportation

The area is reasonably well served by both rail and highway facilities. A Southern Pacific mainline runs along the western boundary of the subarea, paralleling Roseville Road. Several spurs serve numerous parcels throughout the subarea. Access to I-80, (just outside the eastern subarea boundary) is possible at the Madison and Watt Avenue interchanges. I-880 traverses the southern portion of the subarea with excellent access at the Watt Avenue interchange. The subarea has an excellent network of local streets.

D. Sewer

The entire subarea is served by sewer lines which run along most of the streets. Presently, sewerage service is provided by County Sanitation District No. 6 and the Northeast County Sanitation District. The Kohler Sewage Treatment Plant is located within this subarea.

E. Water

The majority of the subarea is served by the Northridge Park County Water District. Eight and ten-inch water lines are located along Roseville Road and Madison Avenue, six- and ten-inch lines along Palm Avenue, six- and eight-inch lines along Watt Avenue and a 10-inch line along Orange Grove Avenue. Thus extension of water lines to vacant parcels should not present a problem.

F. Fire Protection

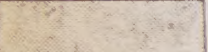
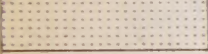
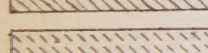
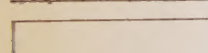
This subarea is served by the Arcade Fire District and the Citrus Heights Fire District and has an ISO rating of 5 in the developed portions and 9 in the vacant portions. There are two fire stations located in the subarea, Citrus Heights Fire Station No. 5 on Palm Avenue and Arcade Fire Station No. 34 on Orange Grove Avenue.

G. Summary

In summary, this subarea offers limited potential for the development of new industry, primarily due to the limited amount of vacant land available.

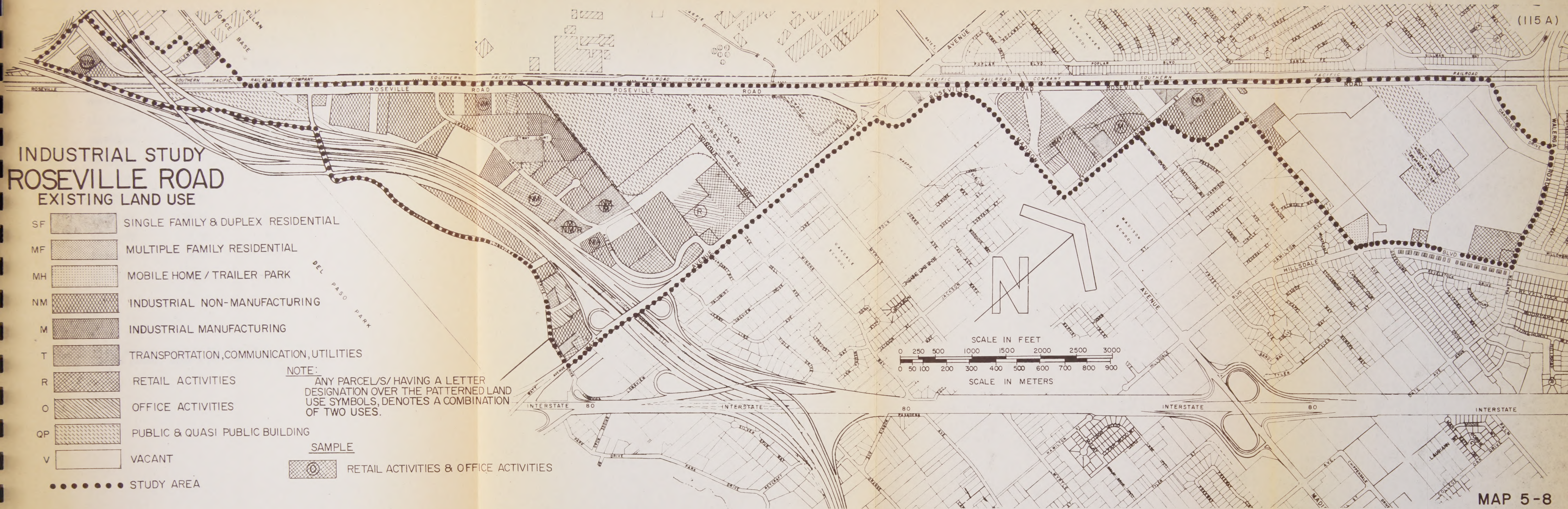
The existing residential zoning of the majority of this vacant land is a constraint to industrial development. The bulk of this vacant land is located in the northern portion of the subarea; the balance of the subarea is almost totally developed. The greatest potential for development within the subarea is probably the vacant land between the Kohler Sewage Treatment Plant and the Southern Pacific Railroad; any industrial proposals for the area, though, should be tastefully designed and landscaped so as to mitigate any impacts on nearby residential subdivisions.

INDUSTRIAL STUDY ROSEVILLE ROAD EXISTING LAND USE

- SF  SINGLE FAMILY & DUPLEX RESIDENTIAL
- MF  MULTIPLE FAMILY RESIDENTIAL
- MH  MOBILE HOME / TRAILER PARK
- NM  INDUSTRIAL NON-MANUFACTURING
- M  INDUSTRIAL MANUFACTURING
- T  TRANSPORTATION, COMMUNICATION, UTILITIES
- R  RETAIL ACTIVITIES
- O  OFFICE ACTIVITIES
- QP  PUBLIC & QUASI PUBLIC BUILDING
- V  VACANT
- STUDY AREA

NOTE:
ANY PARCEL/S/ HAVING A LETTER
DESIGNATION OVER THE PATTERNED LAND
USE SYMBOLS, DENOTES A COMBINATION
OF TWO USES.

SAMPLE
 RETAIL ACTIVITIES & OFFICE ACTIVITIES



Vacant Parcels 5 Acres and Larger

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
220-013-26	12.76	R-2/2A	
220-013-27	6.20	BP	
220-013-28	15.70	R-2/3	
220-013-37	29.83	SC/BP	
220-37-06	7.01	R-3	*
220-37-08	31.49	R-3	
220-37-13	8.90	R-3	
220-37-24	14.75	R-3	
228-12-08	7.10	M-1	
240-54-66	6.95	M-1	
240-55-02	7.94	M-1	

* The acreage noted is the approximate vacant portion of a larger parcel, where a portion of the parcel is in use.

TABLE 5-13

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	38.28	150.59	188.87
Industrial Non-Mfg.	86.82	3.31	90.13
Industrial Manufacturing	16.26	1.20	17.46
Transportation Communications Utilities	8.50	.00	8.50
Residential	3.91	2.71	6.62
Other	117.63	73.92	191.55
TOTAL	271.40	231.73	503.13

TABLE 5-14

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	10	15	6	5	0	36
Industrial Non-Mfg.	7	25	4	0	0	36
Industrial Manufacturing	7	7	0	0	0	14
Transportation Communications Utilities	6	3	0	0	0	9
Residential	5	2	0	0	0	7
Other	21	18	2	5	0	46
TOTAL	56	70	12	10	0	148

CHAPTER SIX

AREA 6: SOUTH SACRAMENTO

Subareas:

- A. Western Pacific
- B. Franklin Boulevard
- C. Executive Airport
- D. Meadowview

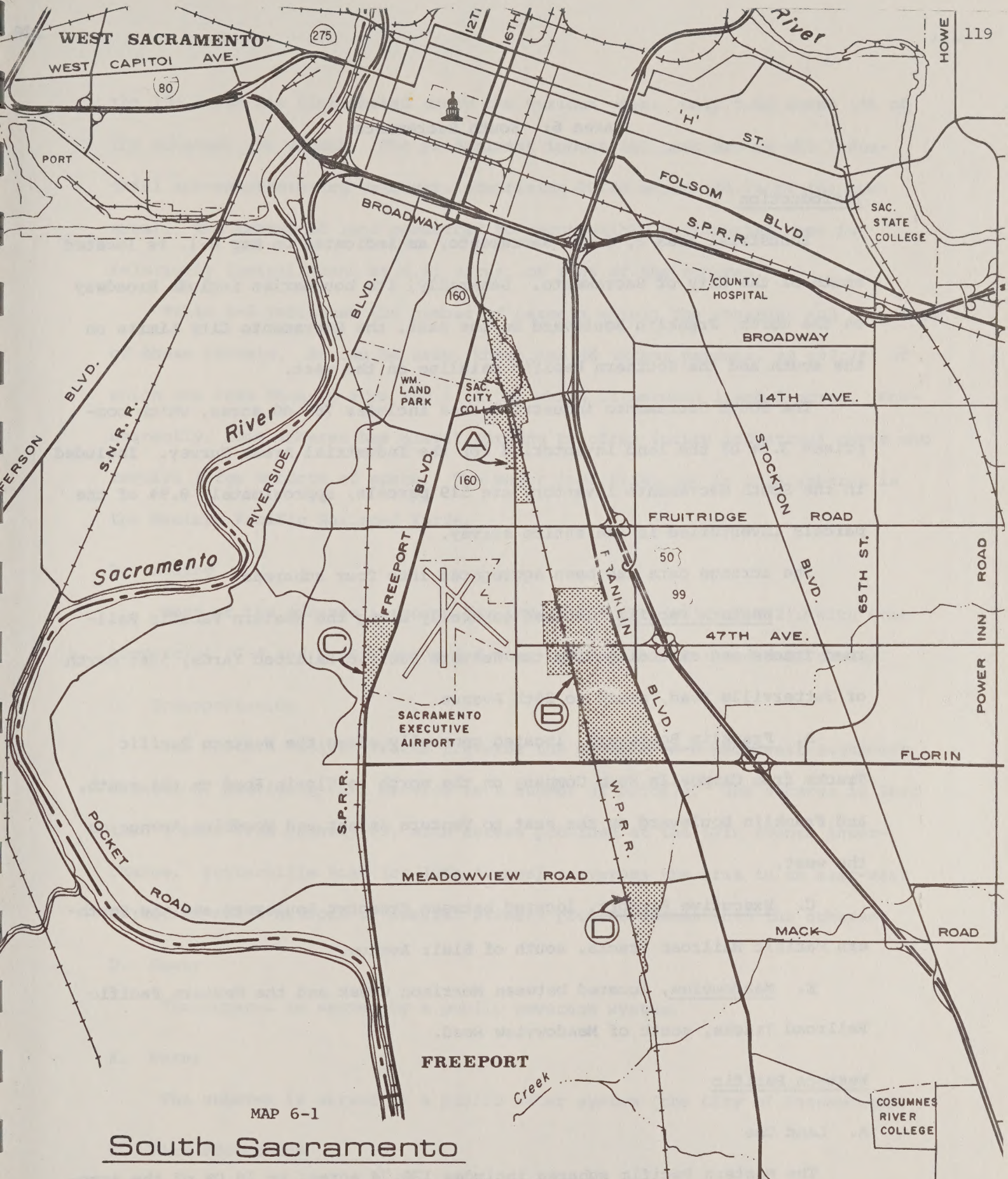
South Sacramento

(A) Western Pacific

(C) Executive Airport

(B) Franklin Boulevard

(D) Meadowview



- | | |
|----------------------|---------------------|
| Ⓐ Western Pacific | Ⓒ Executive Airport |
| Ⓑ Franklin Boulevard | Ⓓ Meadowview |

Area 6: South Sacramento

Introduction

Industrial Area 6, South Sacramento, as indicated on Map 6-1, is located south of the City of Sacramento. Generally, its boundaries include Broadway on the north, Franklin Boulevard on the east, the Sacramento City Limits on the south and the Southern Pacific mainline on the west.

The South Sacramento industrial area includes 767.40 acres, which comprises 3.3% of the land inventoried for the Industrial Areas Survey. Included in the South Sacramento inventory are 519 parcels, approximately 8.9% of the parcels inventoried in the entire survey.

The acreage data has been aggregated into four subareas:

A. Western Pacific, located generally along the Western Pacific Railroad Tracks and extending from the Western Pacific Railroad Yards, just north of Sutterville Road, south to 26th Avenue.

B. Franklin Boulevard, located generally along the Western Pacific Tracks from Campbell's Soup Company on the north to Florin Road on the south, and Franklin Boulevard on the east to Ventura Street and Woodbine Avenue on the west.

C. Executive Airport, located between Freeport Boulevard and the Southern Pacific Railroad Tracks, south of Blair Avenue.

D. Meadowview, located between Morrison Creek and the Western Pacific Railroad Tracks, south of Meadowview Road.

Western Pacific

A. Land Use

The Western Pacific subarea includes 138.74 acres, or 18.0% of the acreage included in the South Sacramento study area. Table 6-1 illustrates how

the 139 acres are distributed among the various uses. Only 5.62 acres (4% of the subarea) are vacant. The predominant industrial uses are in the Industrial non-manufacturing category, comprising 20.40 acres (14.7% of the subarea). The amount of land committed to incompatible residential uses is relatively insignificant at 6.65 acres, or 4.8% of the subarea.

Table 6-2 indicates the number of parcels within the subarea; and the sizes of those parcels. As can be seen, there are 44 vacant parcels, 43 (97.7%) of which are less than an acre and 1 (2.3%) which is between 1 and 5 acres. Consequently, this subarea has almost nothing to offer future industrial users who require large amounts of space. The major industrial use in this subarea is the Western Pacific Railroad Yards.

B. Zoning

Most of the subarea is zoned for industrial use (M-1 and M-2), with some commercial (C-4 and C-4R) zoning and some residential (R-1 and R-2) zoning.

C. Transportation

The Western Pacific Tracks traverse the subarea in a northwest-southwest direction, providing rail service to a number of parcels. The subarea is less than $\frac{1}{2}$ mile from Highway 99, with access provided at the 12th Avenue interchange. Sutterville Road (or 12th Avenue) traverses the area in an east-west direction and a network of smaller streets provide access into the subarea.

D. Sewer

The subarea is served by a public sewerage system.

E. Water

The subarea is served by a public water system (the City of Sacramento).

F. Fire Protection

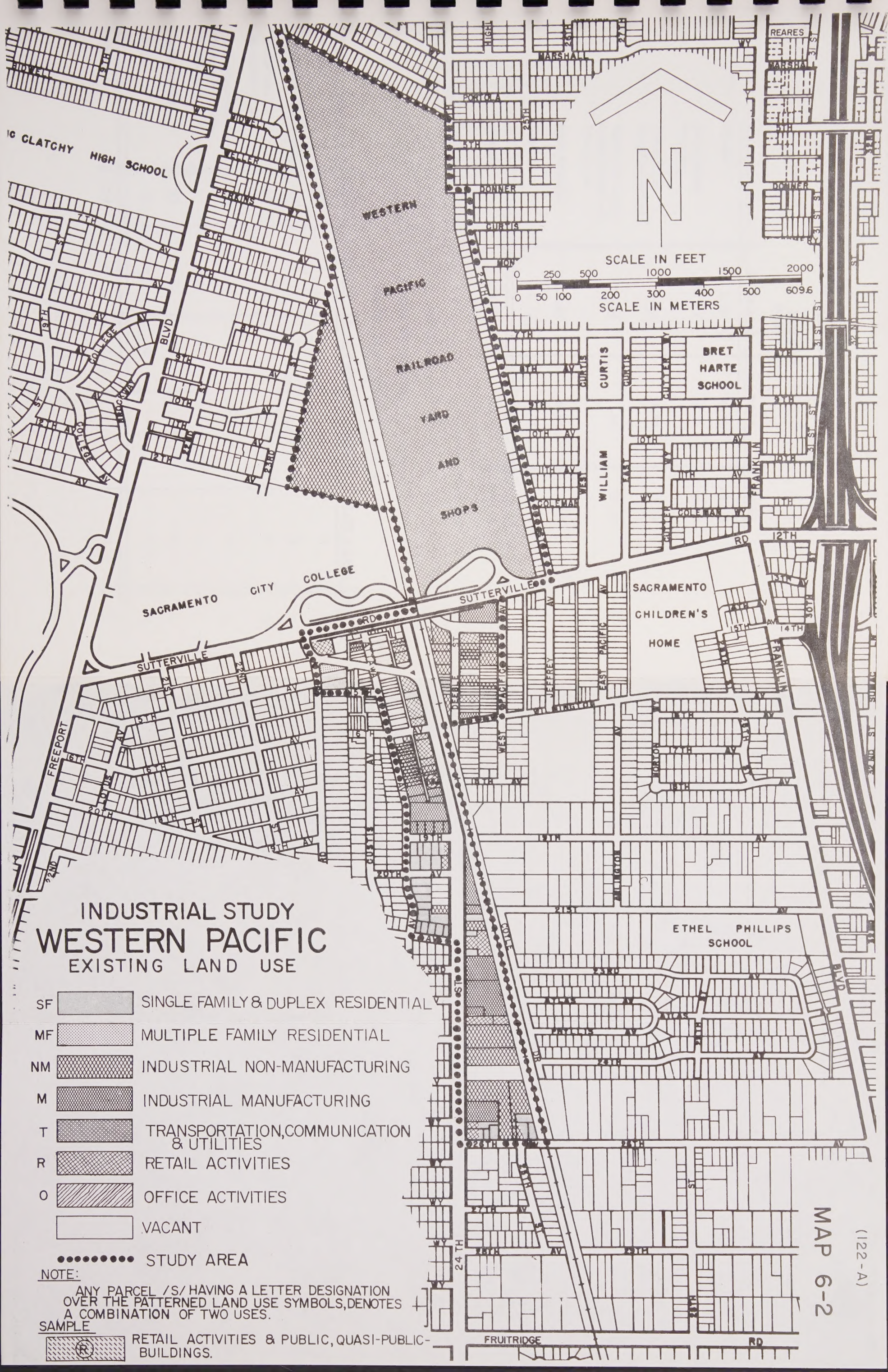
Fire Protection is provided by the City of Sacramento, and the subarea has an ISO rating of 3.

G. Summary

The Western Pacific subarea offers no potential for industrial development, mainly attributed to the lack of vacant land.

VACANT PARCELS 5 ACRES AND LARGER

None



INDUSTRIAL STUDY WESTERN PACIFIC EXISTING LAND USE

- SF SINGLE FAMILY & DUPLEX RESIDENTIAL
- MF MULTIPLE FAMILY RESIDENTIAL
- NM INDUSTRIAL NON-MANUFACTURING
- M INDUSTRIAL MANUFACTURING
- T TRANSPORTATION, COMMUNICATION & UTILITIES
- R RETAIL ACTIVITIES
- O OFFICE ACTIVITIES
- V VACANT

..... STUDY AREA

NOTE:

ANY PARCEL /S/ HAVING A LETTER DESIGNATION OVER THE PATTERNED LAND USE SYMBOLS, DENOTES A COMBINATION OF TWO USES.

SAMPLE



RETAIL ACTIVITIES & PUBLIC, QUASI-PUBLIC-BUILDINGS.

MAP 6-2

(122-A)

TABLE 6-1

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	1.26	4.36	5.62
Industrial Non-Mfg.	16.61	3.79	20.40
Industrial Manufacturing	4.61	3.25	7.86
Transportation Communications Utilities	93.14	.00	93.14
Residential	1.11	5.54	6.65
Other	1.71	3.36	5.07
TOTAL	118.44	20.30	138.74

TABLE 6-2

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	43	1	0	0	0	44
Industrial Non-Mfg.	41	4	1	0	0	46
Industrial Manufacturing	19	3	0	0	0	22
Transportation Communications Utilities	0	0	0	0	1	1
Residential	51	0	0	0	0	51
Other	20	0	0	0	0	20
TOTAL	174	8	1	0	1	184

Franklin Boulevard

A. Land Use

The Franklin Boulevard subarea includes 512.57 acres, or 66.8% of the acreage included in the South Sacramento Study Area. Table 6-3 illustrates how the 512 acres are distributed among the various uses. Approximately one-fifth of the subarea (114.15 acres, or 22.2%) consists of vacant land. The predominant uses are in the Industrial manufacturing category (including Campbell's Soup Company), comprising 141.07 acres (27.5% of the subarea). There are 76.12 acres (14.8% of the subarea) committed to incompatible residential uses.

Table 6-4 indicates the number of parcels within the subarea, and the sizes of those parcels. There are 79 vacant parcels: 51 (64.5%) are less than one acre; 24 (30.3%) are between 1 and 5 acres; 2 (2.5%) are between 5 and 10 acres; and 2 (2.5%) are between 10 and 50 acres, the largest being 14.76 acres. Consequently, the subarea does not have a great deal to offer future industrial users requiring large parcels.

B. Zoning

The majority of land in this subarea is zoned for industrial (M-1, M-2, M1-S, M2-S) use, with some commercial (C-2) and residential (R-1) zoning.

C. Transportation

The Western Pacific Tracks run along the western boundary of the subarea with spurs providing rail service to a number of parcels. Highway 99 is less than $\frac{1}{2}$ mile from the subarea with access provided at the 47th Avenue interchange. Franklin Boulevard, Florin Road and 47th Avenue, as well as a network of smaller streets, provide access into the subarea.

D. Sewer

The subarea is within the Central Sanitation District. Sewer lines are provided along most of the streets.

E. Water

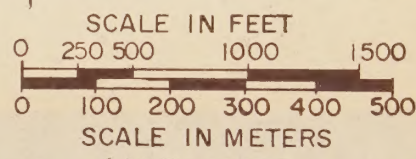
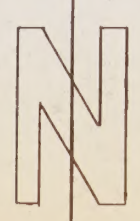
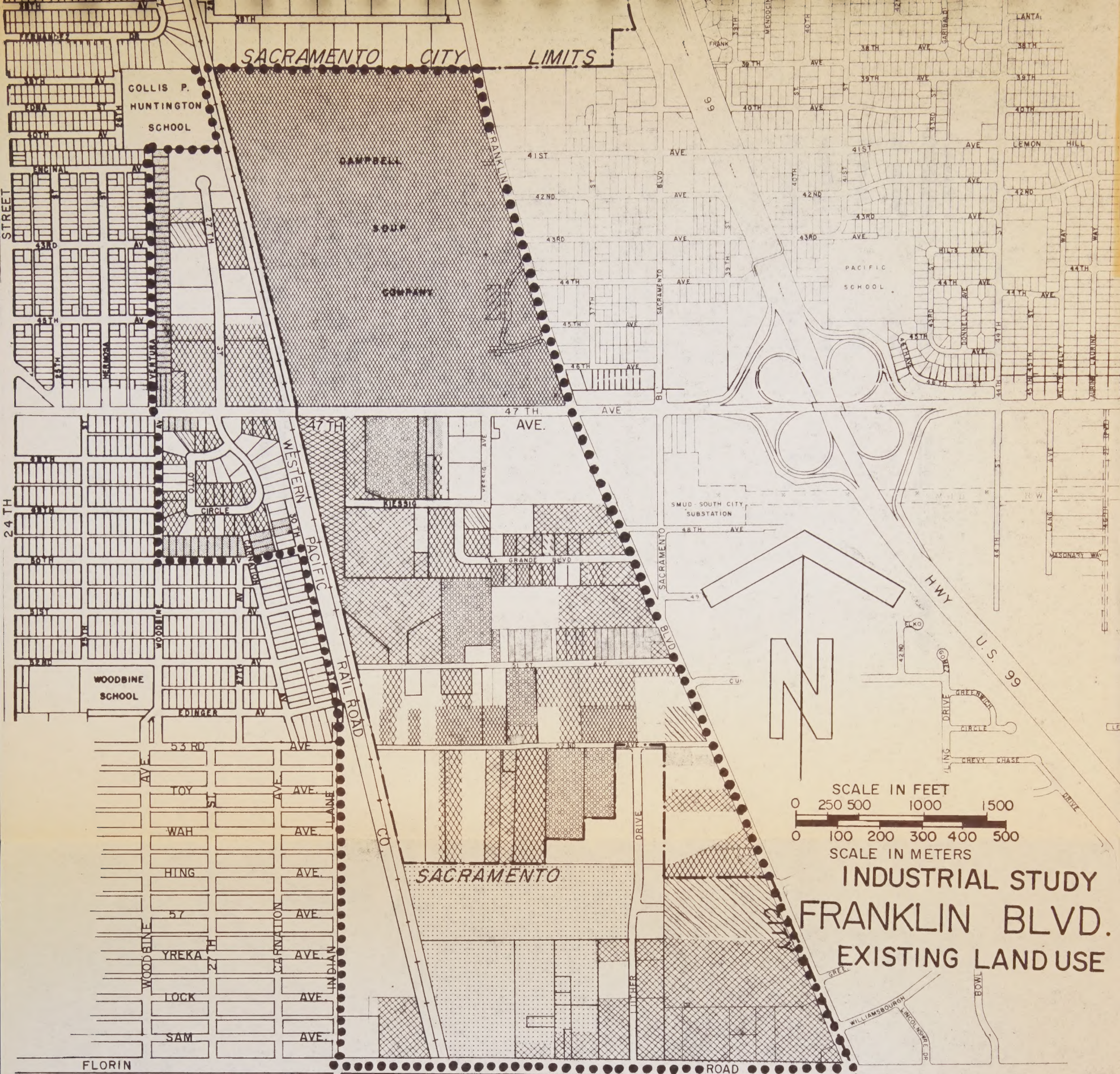
Most of the subarea is served by the Fruitridge Vista Water Company. The District has a system of wells, of which two (#11 and #13) serve the industrial area effectively. Campbell's Soup Company is on its own well.

F. Fire Protection

This subarea is served by both the City of Sacramento Fire District and the Pacific Fire District. It has ISO ratings of 3, 5 and 9.

G. Summary

The Franklin Boulevard subarea offers limited potential for industrial development at the present. The subarea is located near both rail and highway facilities, both water and sewer facilities are available, and the zoning is mainly industrial. There is, however, a limited amount of vacant land, and the predominant parcel size is generally small.



INDUSTRIAL STUDY FRANKLIN BLVD. EXISTING LAND USE

- | | | |
|----|--|--|
| SF | | SINGLE FAMILY & DUPLEX |
| MF | | MOBILEHOME |
| NM | | INDUSTRIAL NON MANUFACTURING |
| M | | INDUSTRIAL MANUFACTURING |
| T | | TRANSPORTATION, COMMUNICATION, UTILITIES |

- | | | |
|----|--|--------------------------------|
| R | | RETAIL |
| O | | OFFICE ACTIVITIES |
| QP | | PUBLIC & QUASI PUBLIC BUILDING |
| | | VACANT |
| | | STUDY AREA |

MAP 6-3

TABLE 6-3

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	103.48	10.67	114.15
Industrial Non-Mfg.	57.18	.00	57.18
Industrial Manufacturing	141.07	.00	141.07
Transportation Communications Utilities	15.83	.00	15.83
Residential	59.24	16.88	76.12
Other	80.01	28.21	108.22
TOTAL	456.81	55.76	512.57

TABLE 6-4

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	51	24	2	2	0	79
Industrial Non-Mfg.	44	14	1	0	0	59
Industrial Manufacturing	2	3	0	0	1	6
Transportation Communications Utilities	1	3	1	0	0	5
Residential	77	5	2	2	0	86
Other	20	19	3	3	0	45
TOTAL	195	68	9	7	1	280

Executive Airport

A. Land Use

The Executive Airport subarea includes 38.53 acres, or 5.0% of the acreage included in the South Sacramento Study Area. Table 6-5 illustrates how the 38 acres are distributed among the various uses. Approximately one-fifth of the Executive Airport subarea consists of vacant land (8.35 acres, or 21.6% of the subarea). The predominant uses are in the Industrial non-manufacturing category, and include 11.56 acres (30% of the subarea). Incompatible residential uses are almost non-existent at 0.27 acres (7% of the subarea).

Table 6-6 indicates the number of parcels within the subarea, and the size of those parcels. There are 17 vacant parcels: 15 (88.2% of the vacant parcels) are less than one acre; 2 (11.7%) are between 1 and 5 acres. Consequently, this subarea does not have much to offer future industrial users requiring large parcels.

B. Zoning

The majority of the property in the subarea is zoned for industrial uses (M-1); there is a small amount of commercial zoning (C-2).

C. Transportation

The subarea is served by the Southern Pacific Railroad; Southern Pacific Tracks run along its western boundary. Access to I-5 is provided at the Florin Road interchange, just over 1 mile from the subarea. Freeport Boulevard, Blair Avenue and Belleau Wood Lane provide access into the subarea.

D. Sewer

The subarea is served by a public sewerage system.

E. Water

The subarea is served by a public water system (the City of Sacramento).

F. Fire Protection

The subarea is served by the Sacramento City Fire Department and has an ISO rating of 3.

G. Summary

The Executive Airport subarea offers a limited amount of vacant land for industrial development. Rail lines are adjacent to the subarea, but the freeway is more than a mile away. The subarea has sewer and water facilities available and the zoning is mainly industrial, but there is very little vacant land.

VACANT PARCELS 5 ACRES AND LARGER

None

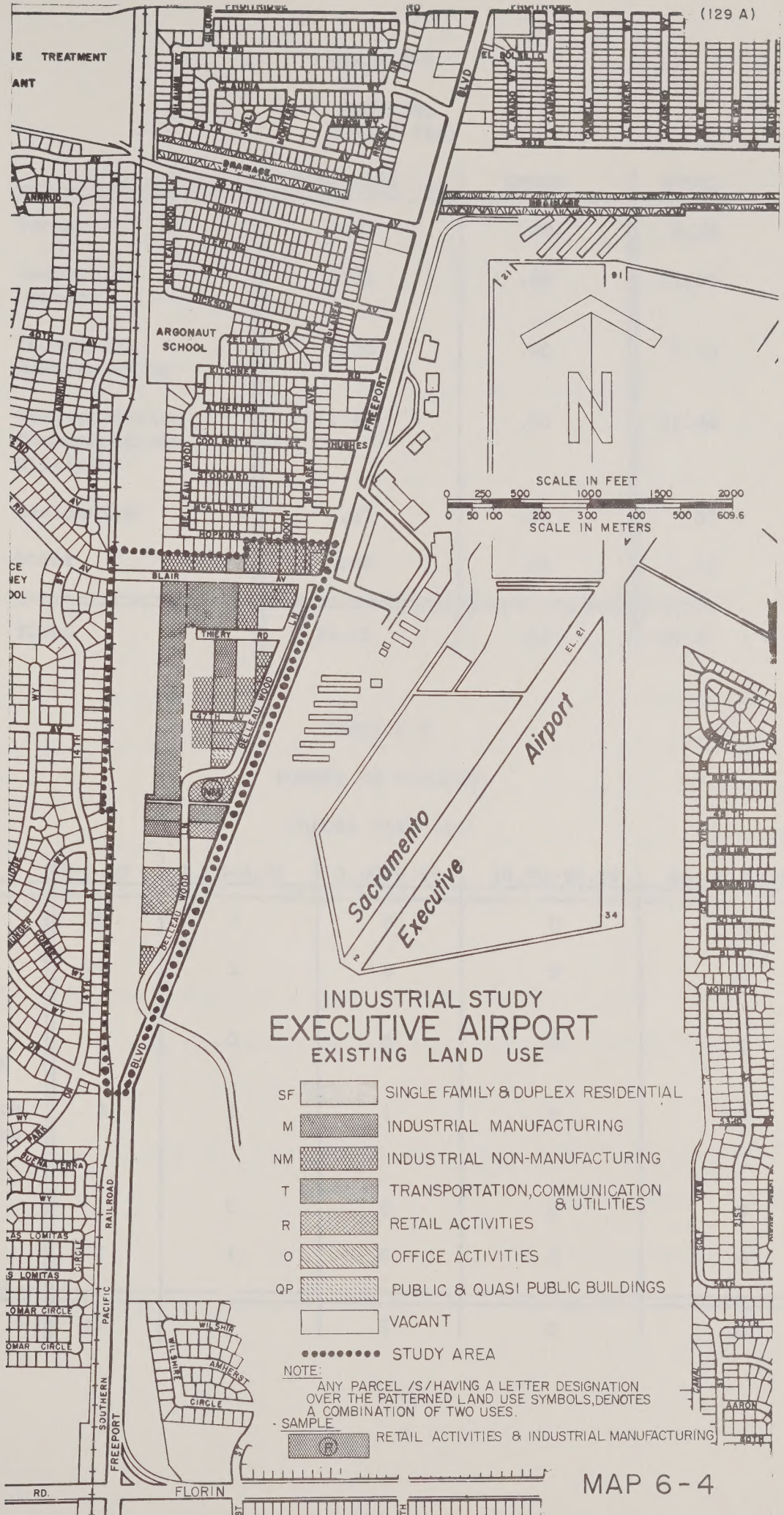


TABLE 6-5

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	8.35	.00	8.35
Industrial Non-Mfg.	11.02	.54	11.56
Industrial Manufacturing	1.39	.00	1.39
Transportation Communications Utilities	12.44	.00	12.44
Residential	.27	.00	.27
Other	4.08	.44	4.52
TOTAL	37.55	.98	38.53

TABLE 6-6

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	15	2	0	0	0	17
Industrial Non-Mfg.	21	1	0	0	0	22
Industrial Manufacturing	2	0	0	0	0	2
Transportation Communications Utilities	2	1	1	0	0	4
Residential	1	0	0	0	0	1
Other	6	1	0	0	0	7
TOTAL	47	5	1	0	0	53

Meadowview

A. Land Use

The Meadowview subarea includes 77.56 acres, or 10.1% of the acreage included in the South Sacramento study area. Table 6-7 indicates that 100% of the subarea is vacant.

Table 6-8 indicates the number of parcels within the subarea, and the size of those parcels. There are only 2 parcels, and both are vacant: one is 11.38 acres in size and the other is 66.18 acres.

B. Zoning

This subarea is zoned agricultural (A), thus creating the problem of rezoning hearings for potential industrial users.

C. Transportation

The Western Pacific Tracks run along the western boundary of the subarea, so rail service is possible. There is no freeway access in the immediate area. Meadowview Road runs along the northern boundary of the subarea; there are no local streets within the subarea.

D. Sewer

Sewer lines are located along Meadowview Road; a 12-inch line west of the railroad tracks and a 15-inch line east of Morrison Creek.

E. Water

There is an 18-inch water line running along Meadowview Road, the subarea's northern boundary.

F. Fire Protection

The subarea is served by the City of Sacramento Fire Department and has an ISO rating of 9.

G. Soils

"The typical profile consists of two to four feet of highly plastic 'fat' adobe clay overlying lower plasticity stiff clays and cemented silts. Soils below the five to ten foot depth are interbedded stiff clays and dense sands. The surface soils typically undergo large volume changes with moisture variations, exhibiting severe cracking during the dry months of each year. All soils are high strength materials capable of supporting heavy building construction; however, the plasticity characteristics of the surface clays must be taken into consideration in support of slabs, pavements and lightly loaded foundations. Alternative means of mitigating clay problems include removal and replacement with nonexpansive import materials, lime treatment, presaturation and special foundation and floor slab systems. The groundwater table is generally deeper than 30 feet below grade and is not normally a factor in site development." (Lowry & Associates, "Summary of Soil Conditions," August 1976, p. 4-5.)

H. Summary

The Meadowview subarea offers some potential for industrial development. The land is vacant and rail service is possible. Sewer and water facilities are available along Meadowview Road.

VACANT PARCELS 5 ACRES AND LARGER

<u>Assessor's Parcel No.</u>	<u>Size</u>	<u>Zoning</u>	<u>Comments</u>
119-07-11	66.18	A	
119-07-25	11.38	A	

STATE
OFFICE
CIVIL
DEFENSE

MAP 6-5

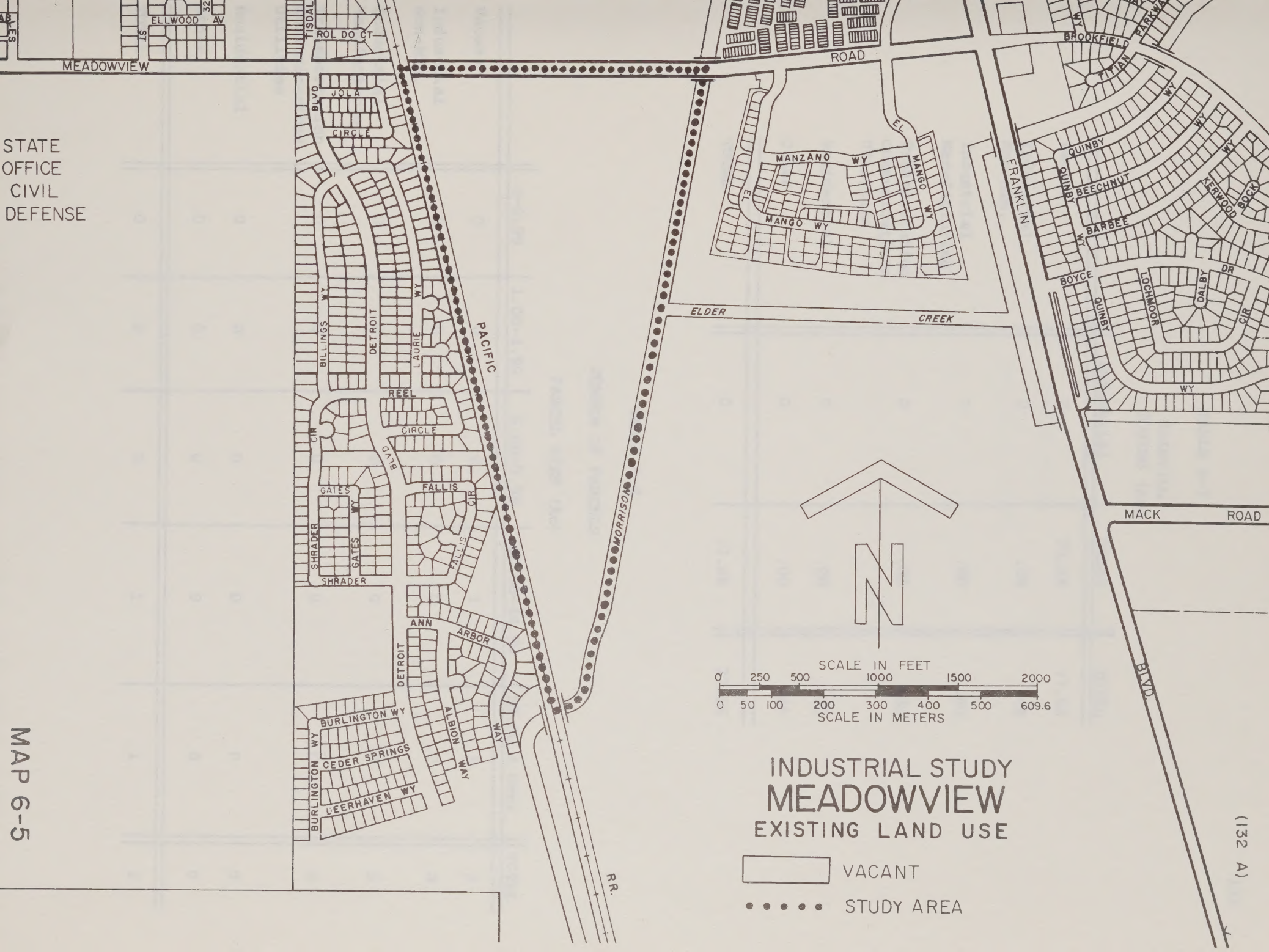


TABLE 6-7

EXISTING
ZONING (Ac)

	Industrial	Other	TOTAL
Vacant	0	77.56	77.56
Industrial Non-Mfg.	0	.00	.00
Industrial Manufacturing	0	.00	.00
Transportation Communications Utilities	0	.00	.00
Residential	0	.00	.00
Other	0	.00	.00
TOTAL	0	77.56	77.56

TABLE 6-8

NUMBER OF PARCELS

PARCEL SIZE (Ac)

	0-0.99	1.00-4.99	5.00-9.99	10.00-49.99	50.00 & Over	TOTAL
Vacant	0	0	0	1	1	2
Industrial Non-Mfg.	0	0	0	0	0	0
Industrial Manufacturing	0	0	0	0	0	0
Transportation Communications Utilities	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	0	0	0	1	1	2

CHAPTER SEVEN

INDUSTRIAL TRACTS

Industrial Tracts

A. Introduction

Having discussed the countywide inventory of industrial land in the previous chapters, the final chapter will be devoted to a discussion of industrial tract (i.e., planned industrial subdivision) activity in Sacramento County. Much of the information is based upon interviews which were conducted with developers of 24 industrial tracts to obtain information on tract occupancy, tenants, and plans for expansion.

Map 7-1 indicates the location of each of the industrial tracts considered in the report, and Table 7-1 summarizes the industrial tract data; it is organized into "subareas" which are consistent with those subareas used for descriptive purposes in the Industrial Areas Survey.

ACTIVE INDUSTRIAL TRACTS SACRAMENTO COUNTY, 1977

MAP 7-1

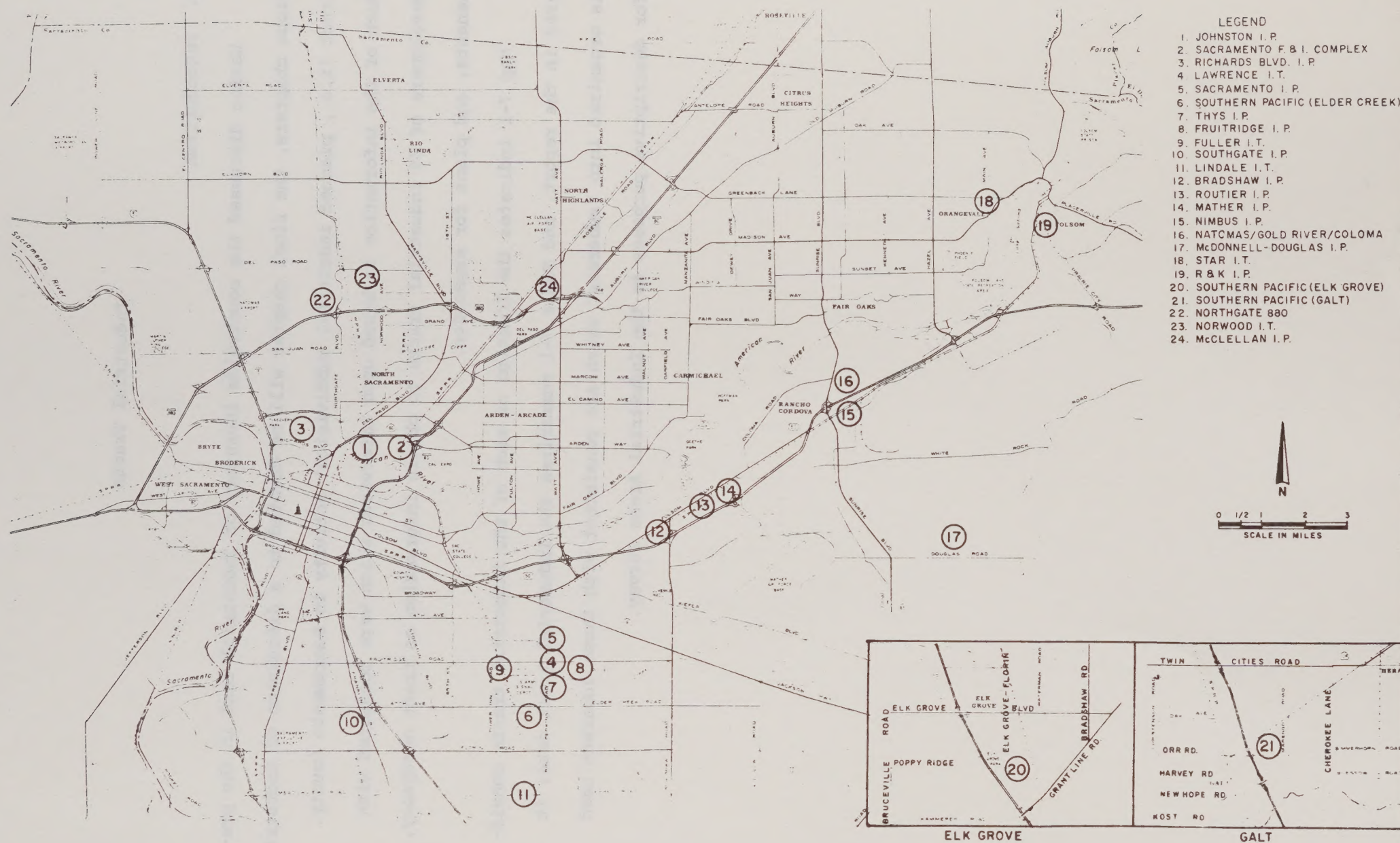


TABLE 7-1
SURVEY OF ACTIVE INDUSTRIAL TRACTS
SACRAMENTO COUNTY FY 76-77

Map No.	Area and Tract	Location	Owner or Developer	Year Opened	Total Acres	Occupancy (%)	No. Vacant Acres	Average Annual Absorption (acres)	Expansion Potential	Comments on Tracts
<u>CENTRAL</u> Woodlake-Arden										
1.	Johnston I.P.	Commerce Circle	N. Sac. Land Co.	1957	135	100	0	11.25	Probable	Full in 1969, long term tenants, want to expand west or south. Full services "F" 95% occupied Summer 1975 55% office & 45% industrial. "I" is 87% full, 60% office, 40% industrial.
2.	Sac "F" & "I" Complex	Tribute Road	Don Koll	F 1973 I 1975	10.3	96 87	0.4 1 ±	3.3+ 6.0	None	
	Richards Boulevard									
3.	Richards Boulevard	Richards Boulevard	So. Pacific R.R. Don Koll Don Koll All others	1957 1977 1974 1957 on	400 7 8.3 322	96 (under construction) 78 66	17 2+ 108	20.00 0 4.0 11	None None None Small	So. Pacific was major developer, now practically sold out. New 90,000 S.F. business pk will open Fall 1977. 189,000 S.F. with dock high rail service. Remaining vacant parcels are small.
	Central Area Total				890	87	128	53+		
<u>FLORIN-PERKINS</u> North of Florin										
4.	Lawrence I.T.	Fruitridge & Florin-Perkins	Lawrence	1958 M-1 60 M-2 80		66 100	20 0	2.4	Not likely	15 long term occupants. Sold to Sac. I.P. and Teichert
5.	Sac. I.P.	Fruitridge & Florin-Perkins	Oates sold to investors	1970	78	87	10	6.8	Not likely	43 occupants, parcels sold & leased. Finished space immediately available.
6.	So. Pacific-Elder Creek	Elder Creek-Florin	So. Pacific	1962	192	10	160	2.3	Not likely	1 occupant. Developer died, park not active.
7.	Thys I.P.	Thys Ct. & Florin-Perkins	Thys	1962	18	27	13	0.4	No	Mfg. tenants. Developer died, park not active.
8.	Fruitridge I.P.	Fruitridge & Elder Creek	CMD	1974	196	0	196	0	Not likely	2 spec. buildings on site. No rail and poor freeway access.
9.	Fuller I.T.	Power Inn 7 35-37 St.	Fuller	1959	31	88	7	1.4+	Not likely	Not active.
10.	Southgate I.P.	Franklin & LaGrange	Cotton, Silk, Schneider, et.al.	1963	8.5	88	1	0.5	Not Likely	Small, active with light industrial and commercial uses.
11.	Lindale I.T.	Gerber & S.P.R.R.	Prospect Properties	1963	163	55	75	6.6	Not likely	40 vacant acres for sale, 35 are sold (part of land exchange). Occupants: Keyes Fiber, Union Carbide, Milie Trailer, General Radiator.
	Florin-Perkins Total				746+	26	549	20+		
<u>CORDOVA-FOLSOM</u> Bradshaw										
12.	Bradshaw I.P.	Bradshaw Road & Folsom Boulevard	Oates	1971	75	100	0	15	Unknown	Manufacturing and commercial uses. Full.

13.	Routier I.T.	Routier & Folsom Blvd.	Benvenuti-Oates	1976	70	0	70	0	No plans	Vacant and dry pasture.
14.	Mather I.P.	Mather Field & Folsom Boulevard	Benvenuti-Oates	1975	43	16	36	7	Probable	6 spec. buildings under construction. Occupants: 8-4 Lumber, Valley Core.
	Sunrise									
15.	Nimbus	Grennan Court	Oates	1971	46	74	12	7	No	Occupants: Mfg. Distrib. occupy 1-5 acres each.
16.	Natomas I.P.	Cemo Circle	Natomas L.C.	1960-62	68	50	37		Possible	Occupants: salvage companies
		Amalgam & Pyrites	Natomas L.C.		41	50	20		Possible	Occupants: U-Haul, Beuther, Cobbles, oth.
		Amalgam & Gold River	Natomas L.C.		55	30	39		Possible	Occupants: Kaufman Broad, Bainbridge, Whittier.
		Subtotal			164	40	96	7-10		
17.	McDonnell-Douglas I.P.	Douglas & Sunrise	McDonnell Douglas	1974	500	24	380+	8,000 (blg.sp)	No	Adm. Center 136,800 SF, 16% occupied Remainder 60,400 SF, 41% occupied.
	Folsom									
18.	Starr I.T.	Greenback & Madison	Amos Starr	1975	4.5	25	3+	12,000 SF blg.sp	Yes	Plans call for eventual 80,000 SF
19.	R & K I.P.	Redding & Bidwell	R & K	1975	<u>5</u>	<u>50</u>	<u>2.5</u>	<u>20,000 SF</u>	"	Plans call for more blgs. on site but no more land adquisition.
	Cordova-Folsom Total				907+	34	600	40+		
	<u>ELK GROVE-GALT</u>									
20.	So. Pacific R.R. (Elk Grove)	S.P.R.R. & Elk Grove Florin & Grant Line Rd.	So. Pacific R.R.	1961	440	49	217	15	Not soon	Site suitable for mfg, not warehouse/distribution
21.	So. Pacific R.R.	S.P.R.R. & Marengo	So. Pacific R.R.	1966	<u>488</u>	<u>0</u>	<u>488</u>	<u>0</u>	Not soon	Property under long term ag. lease. Site suitable for mfg.
	Elk Grove-Galt Area Total				928	24	705	15		
	<u>NORTHWEST AREA</u>									
22.	Northgate 880	Northgate & 880	Benvenuti-Oates	1971	550	3	533	3.5	Not soon	4 occupants: mfg., distributing uses.
23.	Norwood	Norwood & 880	Benvenuti-Oates	1975	40	0	40	0	Not soon	Access poor. No bldgs on site.
24.	McClellan	Roseville Road & Orange Grove	Benvenuti-Oates	1968	<u>132</u>	<u>93</u>	<u>10</u>	<u>15</u>	No	20+ light industrial tenants. Successful combination of industrial and commercial uses.
	Northwest Area Total				722	19	583	18.5		
	COUNTYWIDE TOTAL FOR TRACTS SURVEYED				4193	40 (1628)	2565	150+		

Prepared by: Advance Planning Section
Planning and Community Development
Sacramento County
February 1977

B. Countywide Comparison

Table 7-2 compares the countywide industrial land inventory with the industrial tract inventory. As indicated, industrial tracts contain 29% (3916 acres) of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Twenty-seven percent of the County's supply of vacant industrially-zoned land is located in industrial subdivisions. Approximately 30% of the land considered to be in active industrial use in Sacramento is located in industrial subdivisions, 70% is not.

TABLE 7-2
Countywide Comparison of
Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	2396	8901	27%
Industrial Non-Mfg.	1520	2704	33%
Industrial Manufacturing		1012	
Transportation Communications Utilities		939	
TOTAL	3916	13556	29%

C. Area 1 - Central Sacramento

Table 7-3 compares the Central Sacramento industrial land inventory with the industrial tract inventory for the same area. As shown, industrial tracts contain 51% of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Twenty-one percent of this area's supply of vacant industrially-zoned land is located in industrial tracts or parks.

TABLE 7-3
Central Sacramento Comparison of
Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	128	596	21%
Industrial Non-Mfg.	762	472	71%
Industrial Manufacturing		195	
Transportation Communications Utilities		403	
TOTAL	890	1746	51%

The survey covered half a dozen tracts: Johnston, Sacramento F & I complexes in Woodlake-Arden and three industrial subdivisions in Richards Boulevard, plus a generalized review of all Richards Boulevard industrial acreage. The Johnston industrial park was the first in Woodlake-Arden. It opened in 1957 and reached full occupancy (95%) in 1969. The developer is interested in expanding east or west but has been thwarted by reports of adverse environmental impact. The Sacramento F & I complexes are newer, smaller, and combine both industrial and office space. F with 149,000 square feet leaseable area opened in 1973 and is 96% full; I opened in 1975 with 122,000 square feet and is 87% leased. The average absorption rate of these three tracts in Woodlake-Arden is about 20 acres a year. Absorption for the Richards Boulevard tracts is about 35 acres a year, the highest for any single locale in the County. Southern Pacific pioneered this development, improved 400 acres and is currently marketing their last 17. Their former property is 96% occupied. Other industrial developers (e.g., Koll, Sequoia Pacific) have also improved acres for industrial use. Of the 890 acres in the Richards Boulevard

area there are now only 128 vacant and industrially zoned. Not one parcel is over 50 acres.

D. Area 2 - Florin-Perkins

Table 7-4 compares the Florin-Perkins industrial land inventory with the industrial tract inventory for the same area. As shown, industrial tracts contain 19% of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Thirty-two percent of this area's supply of vacant industrially-zoned land is located in industrial tracts or parks. Only 7% of the land in active industrial use is located in industrial subdivisions.

TABLE 7-4

Florin-Perkins Area Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	584	1805	32%
Industrial Non-Mfg.	154	1564	7%
Industrial Manufacturing		416	
Transportation Communications Utilities		93	
TOTAL	738	3878	19%

Six of the seven industrial tracts in Florin-Perkins are located north of Florin Boulevard between Power Inn and Elk Grove-Florin Roads (see Figure 2). In the two largest, Fruitridge Industrial Park with 196 acres and Southern Pacific Railroad's Elder Creek property with 192 acres, sales have hardly moved at all. Two warehouse buildings were recently completed at Fruitridge Park which opens that tract to the market for ready industrial space. The

Southern Pacific property directly south of the Army Depot has one tenant on 32 acres and 160 acres vacant. A creek traverses this vacant parcel. Lawrence, Fuller and Thys tracts cluster around the Army Depot. They opened approximately the same time, from 1958 to 1962. These tracts have moved slowly, from under one acre to about $2\frac{1}{2}$ acres per year each. This is partly because the developers preferred to sell land rather than lease it, and Fuller did not build to suit. The tracts are semi-active now since Lawrence and Thys have died and Fuller has retired from active property development.

The Sacramento Industrial Park stands alone as a beehive of activity. Although only 87% of the space is currently occupied due to recent space contractions of major tenants, the tract successfully meets demands for small and medium industrial space (20,000 to 40,000 square feet) where the user can move in practically immediately. Four more buildings are planned for this park which will add approximately 100,000 square feet and complete the tract.

Lindale Industrial Tract is south of Florin Road at Gerber Road. The original 163 acres has shrunk to 75 now vacant and available. Keyes Fiber, Union Carbide, Millie Trailer, General Radiator and other firms occupy almost 90 acres.

The combined activity of the seven Florin-Perkins tracts has produced an average absorption of about $20\frac{1}{2}$ acres per year.

E. Area 3 - Cordova-Folsom

Table 7-5 compares the Cordova-Folsom industrial land inventory with the industrial tract inventory for the same area. As shown, industrial tracts contain 11% of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Seven percent of this area's supply of vacant industrially-zoned land is located in industrial tracts or parks. Fifty-six percent of the land in active industrial use is located in industrial subdivisions.

TABLE 7-5

Cordova-Folsom Area

Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	220	3354	7%
Industrial Non-Mfg.	188	231	56%
Industrial Manufacturing		90	
Transportation Communications Utilities		17	
TOTAL	408	3692	11%

Next to Central Sacramento, the Cordova-Folsom area has had the highest volumes of industrial land absorption in the County. Activity is concentrated in three areas: Bradshaw, Sunrise and Folsom. The Bradshaw Industrial Park, Mather Industrial Park and Routiers are found in the Bradshaw area. Bradshaw Industrial Park opened in 1971 and has filled completely with a continuation of industrial and commercial uses. Mather Industrial Park opened in 1975, and has two major tenants and five "spec" buildings under construction. Routiers has not become active yet. Oates or Benvenuti -Oates are the owner/developers of all three tracts. In Sunrise, Nimbus and Natomas are the active tracts. Both have average absorption of about seven acres per year. Nimbus has just under 50 acres while the Natomas industrial tract is actually composed of three sections which total about 160 acres. These sections include Cemo Circle with under 70 acres, Amalgam and Pyrites with 41 acres, and parcels at Coloma and Gold River that total approximately 55 acres. In Folsom, there are two active industrial tracts: a 4½ acre parcel on Greenback Lane developed by Amos Starr, and five acres just south of downtown. The Starr tract contains 12,000 square feet of rented space with a 20,000 square foot building under construction. Plans are

to continue this tract to add a total of about 80,000 square feet. The second tract, just south of the City on Redding Road east of Bidwell, contains approximately 20,000 square feet of industrial space in two fully occupied buildings. Space is available to add additional buildings as the market demands, although no additional land acquisitions are expected.

Land absorption in industrial tracts in Cordova-Folsom has averaged about 40 acres a year committed to industrial use. This part of the County has had severe economic dislocation caused by the aerospace industry cutbacks at McDonnell Douglas and Aerojet. Thus, the supply of industrial land swelled around 1969-70 when those firms sought tenants for their empty buildings. This newly created industrial inventory made Cordova-Folsom an established industrial locale with a huge expansion potential.

F. Area 4 - Elk Grove-Galt

Table 7-6 compares the Elk Grove-Galt industrial land inventory with the industrial tract inventory for the same area. As indicated, industrial tracts contain 80% of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Seventy-six percent of this area's supply of vacant industrially-zoned land is located in industrial tracts or parks. Ninety-four percent of the land in active industrial use is located in industrial subdivisions.

TABLE 7-6
Elk Grove-Galt Area
Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	705	917	76%
Industrial Non-Mfg.	223	86	94%
Industrial Manufacturing		122	
Transportation Communications Utilities		28	
TOTAL	928	1153	80%

The Southern Pacific Railroad is practically the exclusive real estate developer in this part of the County. In Elk Grove, their original tract of 440 acres at Stockton Boulevard and Grant Line Road is 49% filled. The major tenants are Union Carbide, Van Gas, Inc., and Gould National Batteries. North of the Union Carbide property, 217 acres are available. In Galt, the tract of 488 acres is under long-term agricultural lease. These combined properties represent 928 acres of which some 700 acres or almost 86% are vacant. They represent the major portion of the industrial inventory in the Elk Grove and Galt areas. In the opinion of Southern Pacific, the land is suitable for manufacturing but not for light industrial or warehouse use because of its remote location. The current industrial uses, Union Carbide, Van Gas and Gould Batteries tend to confirm this assessment. The past absorption rate in Elk Grove has averaged about 15 acres annually.

G. Area 5 - Northwest Area

Table 7-7 compares the Northwest Area industrial land inventory with the industrial tract inventory for the same area. As indicated, industrial tracts

contain 28% of the land that is zoned industrial and in an industrial or quasi-industrial use or vacant. Twenty-four percent of this area's supply of vacant industrially-zoned land is located in industrial tracts or parks. Twenty-eight percent of the land in active industrial use is located in industrial subdivisions.

TABLE 7-7
Northwest Area
Industrial Tract and Industrial Inventory Acreages

Existing Use	Acreage in Industrial Tracts	Total Acreage in Industrial Zones	Tract as % Industrial Zoned Ac
Vacant	583	2111	24%
Industrial Non-Mfg.	139	266	28%
Industrial Manufacturing		42	
Transportation Communications Utilities		197	
TOTAL	722	2616	28%

The survey included three tracts developed by Benvenuti-Oates. The oldest, McClellan Industrial Park, is virtually at full occupancy with only 10 out of 132 acres vacant. Northgate 880, planned as a multi-phased park, has four tenants in Phase I. Norwood Industrial Tract, subdivided in 1975, is wholly vacant and unimproved. The successive activity at McClellan and Northgate has generated an average absorption of 18 to 20 acres annually. Because of the size of Northgate and vacancy at Norwood, there are no plans on the part of the developers to expand the industrial acreage, but rather to improve and sell or rent land that has been subdivided.

H. Area 6 - South Sacramento

There are no active industrial tracts or parks in the South Sacramento study area.

U.C. BERKELEY LIBRARIES



C124920922

